

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8533

晚四初月五年三統宣

WEDNESDAY, MAY 31 1911

三拜禮

號一廿月五英港香

\$30 PER ANNUM.
SINGLES COST 10 CENTS.

REUTERS' TELEGRAMS.

GERMANY AND ARBITRATION TREATY.

WILLING TO NEGOTIATE WITH AMERICA.

[SERVICE TO THE "TELEGRAPH."]

London, May 31st, 7.5 a.m.

Germany has expressed willingness to negotiate with the United States for a general arbitration on the lines of the draft submitted by the American Government.

PUNITIVE OPERATIONS IN FEZ.

[SERVICE TO THE "TELEGRAPH."]

London, May 31, 7.5 a.m.

At Fez General Darbier has begun punitive operations against the tribes.

ASTONISHED TURKEY.

PAINED BY RUSSIA'S REPRESENTATIONS.

[SERVICE TO THE "TELEGRAPH."]

London, May 30th, 5.20 p.m.

Turkey, in replying to the communication from Russia, dated the 24th inst., says: "We are astonished and pained by Russia's representations."

The message goes on to state that Turkey's patience towards the reprehensible conduct of the Montenegrins shows that she has no hostile intentions.

HOME POLITICS.

SECOND READING OF INSURANCE BILL.

[SERVICE TO THE "TELEGRAPH."]

London, May 30, 5.20 p.m.

The House of Commons have passed the second reading of the Insurance Bill.

WOMEN'S SUFFRAGE.

[SERVICE TO THE "TELEGRAPH."]

London, May 30, 5.20 p.m.

Mr. Lloyd George, Chancellor of the Exchequer, has promised that he will give a week's discussion to the Women's Suffrage Bill next session.

CHINESE TELEGRAMS.

SECRET CONFERENCE.

("SHEAT PO" SERVICE.)

Peking, May 30.

It is reported that the Russian and Japanese military officers have secretly held a conference. The result of the conference is unknown.

TO DEVELOP SHIPPING INTERESTS.

("SHEAT PO" SERVICE.)

Peking, May 30.

The President of the Board of Communications proposes to increase the capital of the China Merchants S. N. Co. by \$10,000,000 for the purpose of developing their shipping interests.

FOREIGN MINISTERS' PROTEST.

("SHEAT PO" SERVICE.)

Peking, May 30.

The Board of Foreign Affairs has requested the foreign ministers at Peking to notify their consuls at Shanghai to abolish the mixed court, and to establish a high judicial court to take its place. The ministers strongly objected to the request.

CHINA'S REPRESENTATIVE AT CORONATION.

("SHEAT PO" SERVICE.)

Peking, May 30.

Prince Chun left Peking for London yesterday to represent the Emperor of China at the coronation of King George.

TROUBLE FEARED IN HUNAN AND HUPEH.

("SHEAT PO" SERVICE.)

Peking, May 30.

The people of Hunan and Hupeh are very excited over the action of the government in taking over the control of the railways out of commercial funds, and the New Cabinet, fearing trouble, has requested the Government to despatch General Young with his troops to the places in question.

CHINESE TELEGRAMS.

PUBLIC MEETINGS.

PERMISSION TO BE FIRST SOUGHT.

("SHEAT PO" SERVICE.)

Peking, May 30.

The Board of Foreign Affairs, the Board of Communications and the Board of Interior have memorialized the Throne to instruct the viceroys and governors of the various provinces to the effect that permission must be obtained from the local authorities before a public meeting could be allowed.

MINING IN CHINA.

FOREIGN LOANS TO BE RAISED.

("SHEAT PO" SERVICE.)

Peking, May 30.

The Cabinet Ministers propose to raise foreign loans for the development of mining enterprises in China.

POLO.

England v. America.

First Game Played To-day.

It is the intention of the British Polo team under the captaincy of Captain Hardress Lloyd, to win back from the United States the International Polo Cup. Captain Lloyd left England some little time ago in company with Captain H. H. Wilson, another member of the team. They travelled by that magnificent Cunard, Lusitania, and at the time they stepped on board they looked "very fit." Since then we have heard of them and we are assured that their condition is perfect. They are confident of success.

Captain Leslie Cheape and Mr. E. W. Palmer from India quickly followed Captains Lloyd and Wilson, and still later Mr. Noel Edwards accompanied Captain F. W. Barrett, also from India.

Since their arrival in New York all the members of the team have been hard at practice, and during the five weeks which have been at their disposal they have much improved, losing the stiffness occasioned by the voyage. And especially does this apply to the gentlemen who have come from India.

To-day the first match takes place, but Captain Lloyd has wisely refrained from selecting his team until just before the start. The second and third games will be played on June 5th and 7th. The six members of the team will return to England on June 10th.

BOXING.

Lewis v. Whitelaw

Lewis, writing from Australia, says he will meet Whitelaw on June 5th for the welter-weight supremacy of Australia. The match was originally fixed for May 6th, but owing to an injury to his arm, Lewis asked that the fight be postponed. He says he is confident of winning. He does not know whether he will visit Hongkong after the fight, or go straight to Paris.

In Answer to a Correspondent. In our "Day by Day" column yesterday a correspondent asked if Carlson was the same man whom Kenny beat in four rounds some little time ago. On Friday last we published a column interview with Kenny in which it is admitted that Kenny did beat Carlson. Carlson, it must be stated, offered Kenny \$2,000 a side and entire gate receipts if he would fight. We will quote what we wrote regarding that fight. "When Kenny last met Carlson, it was stated, the latter was in no condition for the fight and that he would give a better account of himself should they meet again." The opportunity has presented itself and Carlson has accepted the offer.

Kenny v. Carlson.

A rumour has gained currency that the Kenny-Carlson fight will take place on Saturday, June 24th. This is wrong. On inquiries being made this morning we learned that the fight is definitely fixed for June 22nd, Coronation Day. There will be three preliminary bouts and the big fight will take place somewhere about 5.30. This has been arranged so that the sun will have lost much of its power for the day and so that cinematograph pictures can be taken.

Stanton v. Capham.

Capham and Stanton will meet on the 24th of June, and Corporal Champion and Gunner Arundel of the R.G.A. will meet on the same date at the City Hall. The fight will be one of fifteen rounds. "Kid" Marriott and "Iron" Bux will also face each other in a ten-round contest at the Victoria Skating Rink on June 24th. It is also expected that on the same date two American sailors will be brought into opposition.

Training.

We are informed that Kenny and Stanton will train together at the V.R.C. Capham will train at his own quarters, while Carlson, as we have announced before, will prepare at Manila. A letter has been received from the management in the Philippines stating that he expects to leave his training quarters there on June 11th.

CRYSTAL PALACE.

Talking of playgrounds, I see that the Crystal Palace is now definitely ordered to be sold. It is difficult to say that the disappearance of the building will be a serious public loss, for the public has cold-shouldered the place for many years past, and attempt after attempt to restore it to favour has failed ignominiously. But the conversion of the ground into suburban streets will certainly be a public misfortune, and our rulers, imperial and municipal, ought really to make some attempt to avert this. I am afraid that not much is to be hoped for from the committee over which Lord Tenterden presides, and it seems absurd to have two independent schemes for memorials to King Edward running at the same time. But it will really be something of a reproach to the present generation, especially in London, if this splendid property is not saved from the speculative builder.

CANTON NEWS.

(THE "TELEGRAPH" CORRESPONDENT, Canton, May 30.)

To Prevent Smuggling.

At present there are not sufficient wharves to accommodate steamers arriving at Canton. Consequently, the work of searching passengers' luggage to prevent the smuggling of arms and ammunition is greatly handicapped, as the passengers can easily get ashore by means of boats which come alongside the steamers. On the 26th inst. the Toatai of the Constabulary personally went to Sun Ki, and surveyed the place which forms one bank of the River Chu King. It is reported that a big scheme is on foot for the construction of a large and long wharf for the mooring of steamers arriving at Canton. When the work is completed, all steamers arriving here will moor alongside for the customs officers to inspect the passengers' baggage.

Mooring Restrictions Removed.

Since the outbreak of the revolt in Canton, visitors have been subjected to search. The intention was to detect the smuggling of arms and ammunition, and also the apprehension of anarchists. The steamers have to drop anchor at Pak Ngor Tani waiting for the arrival of the water police and the soldiers of the garrison, who jointly carry out the search work. The former generally come by launches, and the latter by sampans. Of course the soldiers undergo the same risk as the passengers who come ashore by small boats, especially at this time, when the river has risen to a great height. His Excellency the Canton Viceroy will allow the steamers coming from Hongkong and Macao to go to their usual moorings from the 2nd proximo.

Wong Hing: Another Rising Feared.

The Ministers of the new Cabinet have instructed H.E. the Canton Viceroy to report the whereabouts of Wong Hing, the fugitive ringleader of the recent outbreak. The Ministers fear that another rising may break out in Canton and have instructed the Canton Viceroy to notify the military and civil authorities to keep a look out for Wong Hing and bring him to justice.

CHARGE OF KIDNAPPING.

At the Police Court this afternoon, three Chinese by name Chan Sang, Lau Chi and Liang Kan were charged with kidnapping a boy, Chan Kau, with intent to sell him or to procure a ransom or benefit for his liberation, at Cheungshawan on the 10th inst. The case was remanded. It appears that the kidnapped boy is in Chinese territory in the San-chun district. A demand for the restoration of the child has been made through the Samelun magistrate without success. The demand will be repeated through the British Consul at Canton to the Viceroy.

DAILY BEAUTY HINTS.

The hours of sleep should do much toward recuperating the forces of beauty and they will do so, provided the sleep be of the proper kind. If you retire with the mind filled by contesting thoughts and emotions, sleep when it comes at last will be of the restless fatiguing sort, which is of little value. You can, in a large measure, control this. Before retiring, make it a point to fill the thoughts with a pleasant and soothing subject. Read a chapter from a book of travels, or a few rhythmic verses, which will re-echo in the mind, as you are drifting into dreamland. The character of slumber following upon this state of mind will be restorative.

CREDIT IN SHANGHAI.

German Consul-General's Views.

A warning has been uttered by the German Consul in Shanghai advising merchants to be careful of dealing direct with Chinese firms, and against giving them extended credit. He says that European importing firms in Shanghai have instituted a kind of cash payment system, under which Chinese buyers have to pay after five or ten days. Even with such safeguards difficulties arose in 1910, because of the money crisis there, following the collapse of the rubber share gamble, and apparently a good deal of money was lost. Of late, however, the European manufacturers have endeavoured to enter into more direct relation with Chinese customers through the intermediary of Chinese brokers or travellers. Delivery is not made till after payment, and in these cases the European shipper has the goods to fall back upon if the Chinese refuse to take delivery; but, under pressure of competition, no doubt, this system is giving way to credit trading, and the Consul has heard that European shippers, including Germans, are drawing bills on Chinese clients in which the clause "delivered against acceptance" is attached. That is to say, a blank credit is given to the Chinese, and the Consul thinks that the risks attending such a method of trading are enormous. If a Chinese house becomes bankrupt or falls into difficulty, the head of it disappears, and the European shipper, whose goods have already been forwarded, loses everything, especially as Chinese ports are so inefficient in commercial law methods that no help can be expected from the local courts. The warning is founded on common sense and is opportune. —Report on Shanghai Piece Goods Trade.

ARMY ORDERS.

Musketry Course.—The undermentioned Officers will be attached to the 120th Baluchistan Infantry with effect from the 10th prox., for the purpose of qualifying as Instructors in Musketry under para. 666, Musketry Regulations, I.—Subadar Major Muid Ali, Jemadar Imam Din Khan, H.K.S.B. R.G.A. Income Duty, 1911-1912.—Officers and Departmental Subordinates in receipt of pay in excess of £120 per annum from Army Funds are reminded of the necessity for claiming relief, or exemption from tax, for the current financial year, with the least possible delay.

Relief or exemption claims on A.F.O. 1656A should be preferred through the officer or agents issuing pay to the claimant on the 1st April, 1911.

In the event of Officers or others not having received the necessary Army Forms O. 1656A, copies can be obtained on application to the Command Paymaster, South China.

With reference to the foregoing it is notified for information that the Inland Revenue authorities have decided that negligence on the part of a taxpayer to secure a form has never been accepted as ground for the admission of a late claim, consequently if relief is not claimed before the 30th September in each year, tax at 1s. 2d. in the £ is chargeable in all cases.

The Sunday School, Chaplain's Room, Scandal Point, in future will be held from 4 p.m. to 4.45 p.m., beginning Sunday next, June 4th, 1911.

SUPREME COURT.

The Ownership of a Promissory Note.

In the Supreme Court, before Mr. Justice Gompertz, Lai Fung Chiu sued the trustee of the estate of Young Nai On, a bankrupt, to recover the sum of \$627 being the first dividend declared payable in respect of a sum of \$2,000.

Mr. Gardner appeared for the plaintiff and Mr. Harding defended.

Mr. Gardner said the action was brought on a promissory note given by the defendant as far back as May 1902. He subsequently went bankrupt, and the official receiver was now paying a first dividend of 30 per cent. He believed there was a further dividend of ten per cent. to follow and whoever established their claim to the first dividend would also obtain those subsequent. It was claimed that the holders of the promissory notes were the new Tak Lung shop who had bought the business from the old firm of the same name, in which the plaintiff was a partner. However that was not the case as the money on the promissory note was advanced by the plaintiff. In support of the plaintiff's case was the fact that he had possession of the notes and that they had been excluded from the sale of the old Tak Lung firm.

Mr. Harding claimed that the documents were bought by the new Tak Lung shop when they purchased the business. The case was proceeding when we went to press.

The Weather Forecast.



May 30th at 10 a.m. 4 p.m.

Barometer 29.79 29.73

Temperature ... 84 82

Humidity 74 71

Rainfall — —

On the 31st at 12.05 p.—Except at the extreme Southern stations, pressure has increased generally, particularly over China and Japan.

The depression lying over the South part of the Sea of Japan yesterday, has moved into the Pacific.

Pressure is high over the Pacific to the Eastward of the Bonins, and over the Sea of Japan. It is relatively low over S.W. China and Tongking, and to the Eastward of the Loochoos.

Moderate E. and S.E. winds may be expected over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.93 inches.

Forecast District.

- 1.—Hongkong and Neighbourhood, E. winds, moderate; rainy.
- 2.—Formosa Channel, N.E. and E. winds, moderate.
- 3.—South coast of China between Hongkong and Loochoos, same as No. 1.
- 4.—South coast of China between Loochoos and Hainan, S.E. winds, moderate.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000.
RESERVE FUND.....15,000,000.
Holding £1,600,000 at 2/6.....16,250,000.
SILVER.....16,250,000.
RESERVE LIABILITY OF PRO. FILATELIS.....\$15,000,000.

COUNCIL OF DIRECTORS:
Hon. Mr. Henry Kewick - Chairman
G. H. Medhurst, Esq. - Deputy Chairman
P. H. Armstrong, Esq.
G. H. Medhurst, Esq.
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CHIEF MANAGER:
Hongkong - N. J. STABLE.
Shanghai - H. E. H. HUNTER.
LONDON BANKERS - LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG - INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per cent. per annum.
N. J. STABLE, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABLE, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE: - LONDON.
PAID-UP CAPITAL.....£1,200,000.
RESERVE FUND.....£1,250,000.
RESERVE LIABILITY OF PRO. FILATELIS.....£1,200,000.

INTEREST ALLOWED ON OUR RENT ACCOUNT at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months, 4 per cent.
On Fixed Deposits for 6 months, 3 1/2 per cent.
On Fixed Deposits for 3 months, 2 1/2 per cent.
W. DICKSON, Manager.
Hongkong, 1st May, 1911. [22]

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP... Yen 24,000,000.
RESERVE FUND... 10,850,000.

Head Office - YOKOHAMA.

Branches and Agencies:
TOKIO. HANKOW.
Kobe. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWYUWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIAOWANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.

HONGKONG - INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposit:-
For 12 months.....4 per cent. p.a.
" 6 ".....3 1/2 " " "
" 3 ".....2 1/2 " " "
TAKEO TAKAMICHI, Manager.
Hongkong, 13th March, 1911. [18]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID-UP...Gold \$3,250,000.
RESERVE FUND...Gold \$3,250,000.
Gold \$6,500,000.

HEAD OFFICE:-
60 Wall Street, New York.
LONDON OFFICE:-
85, Bishopsgate.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL & COUNTRY BANK,
LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances, and accepts Fixed Deposits at the following rates:-
For 12 months 4 per cent. per annum.
For 6 " 3 " " "
For 3 " 2 " " "

Geo. Hogg, Manager.
No. 9, Queen's Road Central.
Hongkong, 20th Feb., 1911. [19]

Banks.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....\$15,000,000.
PAID-UP.....\$15,000,000.
HEAD OFFICE - SHANGHAI.
BOARD OF DIRECTORS - BERLIN.

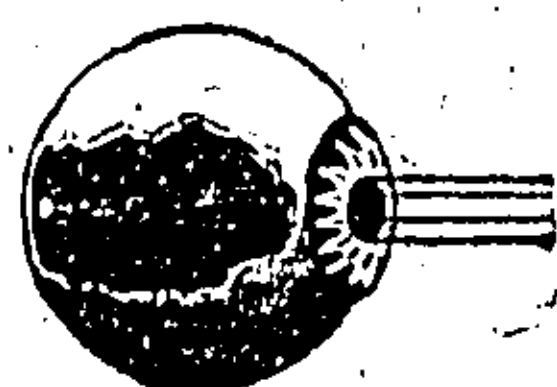
BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons, The Union of London and Smith's Bank, Limited.

DEUTSCH BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCOUNT GESellschaft.

INTEREST ALLOWED ON Current Account, DEPOSITS received on term which may be learned on application. Every description of Banking and Exchange business transacted.

R. TIMMERSCHIEDT, Manager.
Hongkong, 16th Mar., 1911. [2]



SEEING IS BELIEVING

And that is why the majority of the people here believe, that they can get better fitting glasses at our place, than anywhere else in the Colony.

No charge for sight testing.
Doctors' prescriptions accurately filled.

N. LAZARUS, Ophthalmic Optician,
14, D'Almeida Street.

Hongkong, 1st April, 1911. [29]

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:
J. A. Wattie, Esq., Managing Director.

A. J. Hughes, Esq., Secretary.
S. B. Neill, Esq., F.I.A., Actuary.

ASTRONOMICAL Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.
Insurance in Force.....\$37,355,835.00
Assets.....8,115,250.00
Income for Year... 3,566,529.00
Insurance Fund.....8,216,813.00

LEFFERTS, KNOX, Esq., Hongkong, Canton, Macao, District Manager, and the Philippines.

B. W. TATE, Esq., District Secretary.

ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.

Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq.
C. J. Lafrentz, Esq.

Hongkong, 26th Jan., 1911. [810]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(Capital Paid up...\$1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application)

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co. General Managers.
Hongkong, 19th March, 1908. [1]

ENTERTAINMENTS.

VICTORIA HALL.

EVERY NIGHT at 9.15.

THE PALACE THEATRE OF THE COLONY.

MAGNIFICENT FILMS.

CHING LING FOO TROUPE.

DEBUT on WEDNESDAY, MAY 31.

Hongkong, 20th May, 1911. [330]

Entimations



General Agents for the Remington Typewriter Co.

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GOOD WORK, DURABILITY, SIMPLICITY, SPEED

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WEISMANN, LIMITED.

BAKERS, CONFECTIONERS, CATERERS, RESTAURANTEURS

14, Des Vœux Road Central.

Hongkong, 20th April, 1911. [497]

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AMERICAN NEWS.

[Via Manila.]

President Diaz and Cabinet Resign.

Washington, May 24.—President Diaz, Vice President Corral and the cabinet of Mexico have all resigned and the resignations have already become effective. Sr. Do la Barra, former ambassador to the United States, and lately minister of foreign affairs, is now acting president of the republic pending the arrival in the capital of Francisco Madero, the insurgent leader.

The resignations have put a stop to disorders in the City of Mexico and quiet has been completely restored.

Justice Harlan and Standard Oil.

Washington, May 26.—Justice Harlan of the United States Supreme Court has filed a dissenting opinion in the Standard Oil case. Justice Harlan declares the majority decision to be a usurpation of legislative functions by the judiciary and utterly without foundation in sound reason. The venerable jurist's sweeping dictum has caused a great sensation in all parts of the land.

Justice Harlan is the senior member of the United States Supreme Court, having been appointed from Kentucky November 23, 1877. He is 77 years old. His son John is a member of the United States Interstate Commerce Commission. During the interim between the death of Chief Justice Fuller and the elevation of Justice White, Justice Harlan was acting head of the court.

Dr. David Jayne Hill.

Washington, April 16.—Dr. David Jayne Hill's service as Ambassador to Germany terminated suddenly, today, because of his handling of the potash dispute. The severance of his connection with the diplomatic service, at the wish of the State Department, was quite as sensational as Dr. Hill's appointment to succeed Mr. Charles Magnus Tower more than two years ago, after Germany had intimated that she would prefer an American representative who could keep pace with Mr. White-Law Reid, the Ambassador in London, in entertaining.

Washington, April 17.—Dr. Hill's resignation has caused great surprise in diplomatic circles. Since returning to this country he has delivered a notable series of lectures at Columbia University, in which he advocated the view that the divine right of kings is extinct. Whether this attitude has caused offence in Berlin is unknown.

The Potash Dispute.

The potash dispute has been a thorn in the side of successive American Ambassadors. The potash mines in Hanover furnish practically the world's supply. With a view to preventing the premature exhaustion of the mines the German Government has placed restriction on the amount which may be extracted.

All the potash taken out above this fixed amount must pay a duty. In the United States this was regarded as favouring German buyers at the expense of the Americans as the legal amount that could be extracted was sold at cheap rates in the Empire, while the United States had to purchase the highly-taxed surplus output.

For years past negotiations have been going on between the members of the German Kali Syndicate and the American Fertiliser Trust and also between the two Governments, but no agreement has been reached. The more militant section in America declared that the only way to force concessions from Germany was to undertake tariff reprisals. On the other hand this was regarded as sacrificing the general interests of the country to advance the private interests of a commercial combination. It is the conflict of these opposing views which has led to the resignation of Dr. David Jayne Hill, the American Ambassador. Paris Edition, "N. Y. Herald."

CHINA.

It is not at all easy to discover what is really happening in Canton, but it is fairly obvious that the rebellion is a serious one and affects an enormous population. Canton has for a long time been the centre of the new ideas which are seething in the Chinese mass, and it is there that the "reformers" gather and arrange their plans. The revolutionaries are, we may remark, even more hostile to the "foreign devil" than the official classes themselves.

Canton.

To most of us a Chinaman is just a Chinaman, but it is well to remember that the differences between the Northern Chinese and the Chinese of the territory of which Canton is the metropolis are enormous. Though nominally speaking the same language the Chinese of Peking use only four "tones," while those of Canton use eight, with the result that the two are entirely unintelligible to one another. If a Cantonese desires to talk with a Pekingese, the medium adopted is usually Pidgin-English.

And the Cantonese.

Canton is one of the most populous cities in the world; and it is believed that 1,000,000 persons inhabit the city proper, and nearly half a million more the floating homes on the river. In general education the Cantonese are much ahead of the rest of the Empire, but the city itself is still one of the most unsafe. Piracy still prevails on the river, and foreign residents are compelled to take the most stringent precautions against night attacks. It will be seen that for a great city which is at once the home of "liberal" ideas, and of an amazing collection of violent ruffians to be in revolt is no light matter.—"The Globe."

HARDSHIPS EXPERIENCED BY OFFICERS.

Writing from India to "Truth" a correspondent complains of the heavy extra expense thrown upon young officers when ordered to do duty with troops in hill stations. The men are provided with quarters, but the officers have to do the best they can for themselves, and the worst is costly enough in hill stations, let alone the best, the minimum daily charge at any respectable hotel or boarding-house being Rs. 6. To this must be added certain expenses which are left behind in cantonments, and cannot be got rid of during temporary absence, such as mess subscriptions and share of bungalow rent. The demand for bungalows being greater than the supply, if officers were to give up possession during their temporary absence on duty they would find themselves houseless on returning to the plains. Indian pay is estimated to cover the cost of rent, but not of two rents, and this is where the shoe pinches so heavily in the case of the impecunious subaltern.

IS MARS INHABITED?

Whether the planet Mars is inhabited by intelligent beings is a question over which there is wide disagreement among astronomers. Professor See, of the Naval Observatory, presents the general opinion that "wherever a star twinkles there is life." Professor Arrhenius, of Sweden, says that the temperature on all parts of the Martian surface never rises above the freezing point and that the so-called canals are merely earthquake bolts. He is willing to admit, however, that the polar ice-caps under the rays of the summer sun, which shines continuously for eleven months on alternate poles, and that the blue circum-polar regions indicate water.

On our high mountain peaks snow does not melt even under the equator. We may deduce from this that the Martian day is warmer than a summer day near the snow line of the Alps on the Andes. The evidence for and against the inhabitation of Mars seems to be inconclusive either way and that is about all that can be said on the subject in the present state of our knowledge.

FAMOUS FISH DEAD.

News comes from New Zealand of the death of the most famous fish in the world. This monster of the deep was known as Polorus Jack, and had the distinction of being protected by a special Act of Parliament. For twenty years and more this huge fish met all the steamers bound for Wellington, whether they arrived by day or by night. He usually took up a position ahead of them in Polorus Sound, as if with a perfect understanding as to their destination. Thus he earned the sobriquet of the "pilot fish," while by some he was known as the Lone Fish of the French Pass. Polorus Jack, to employ his more general appellation, was one of the "sights" on the voyage to Wellington. Legislation laid it down that the fish must on no account be interfered with. He is supposed to be the last of a race of marine monsters which flourished in French Pass half a century ago.

TIN-MINING IN THE FEDERATED MALAY STATES.

These States promise to come well to the front in the near future as producers of raw wealth. Tin-mining in a more, or less, crude fashion has gone on there for centuries and now rubber planting is spreading with a rapidly destined to enrich the colony materially in a few years. Mr. Douglas Osborne recently read a Paper before the Royal Society of Arts giving interesting information regarding the tin-mining industry, and showing that a large development would follow the sinking of more capital and the employment of up-to-date methods of mining. Even now more than half the world's supply of tin comes from the Malay Peninsula, most of it from the Federated States of Perak, Selangor, Negri Sembilan and Pahang, which in 1909 exported nearly 49,000 tons.—"Indian Engineering."

RUBBER FROM BEANS.

The Imperial German Patent Office has issued a patent for a process converting the oil of the soy bean into a thick and tough liquid product, which is mixed with alkalis and then heated to 150 degrees. The result is the production of a rubberlike, tough and elastic mass, capable of being vulcanised like natural rubber. The soy bean is indigenous to Klautschou, and as it may be brought into Germany free of duty it may give rise, says the "Frankfurter Zeitung," to a new and important industry.

JOURNALISTIC EXHIBITION.

The Press of the Empire occupies a large section of the Coronation Exhibition at Shepherd's Bush. All branches of journalism are represented, and the exhibits have come from every corner of the Empire. A committee under the chairmanship of the Hon. Harry Lawson, M.P., has the arrangement in hand, and all the space available has been taken. The visitor will see how a daily paper is evolved. Many objects of historic interest in the journalistic world will be exhibited, such as the famous round table of "Punch." Contributions include original sketches of the most famous cartoonists and black and white artists.

AERIAL NAVIGATION IN ARMIES.

Against a congressional appropriation of £10,000 for our army, Russia this year will spend nearly £200,000 on her already considerable aerial plant, while Great Britain's outlay is estimated at about £125,000. Still these enormous amounts look rather insignificant when put alongside of Germany and France. The last named is now far in the lead with eight dirigibles and 70 aeroplanes and £150,000 has been set aside for 1911, and yet Germany plans to outstrip the efforts of all the others combined. Besides the government provision of £240,000 a subscription of £200,000 has been made for construction purposes.—"Washington Post."

"PUNCH'S" LATEST.

Charivaria.

Mr. Keir Hardie describes the Durbar as "a glorified circus." And Mr. Keir Hardie knows what he is talking about, for it will be remembered that he played something rather like the clown in India himself.

"American Audiences," says Mr. Jerome K. Jerome, as reported in "The Daily Chronicle," are, on the whole, easier to make appeal to than English audiences. They do not ask for forms and rules and dotted diagrams; they only ask to be interested. This accounts, we suppose, for the signal success, the other day, of the lynching of a negro on the stage of an Opera House in Kentucky.

England has hitherto been so free from the colour restrictions which prevail in America that we are sorry to read that the North-Eastern Railway Company has issued a circular prohibiting the carrying of chimney-sweepers in ordinary passenger carriages.

The Surrey County Council has passed a by-law making it an offence to use bad language in a house so that it can be heard by passers-by. It is thought that this will give an immense impetus to the movement in favour of sound-proof dwellings.

The National Theatre of Mexico, which is now nearing completion, has already cost over £2,000,000 and will, it is stated, be the finest theatre in the world. It is even said that the Revolution is more being run to enable some interesting cinematograph pictures to be obtained for this new place of amusement.

Professor Thomas See, the American astronomer, has declared it to be his absolute conviction that, wherever a star twinkles, there is life. We hope that steps will now be taken on the part of our planet to twinkle back.

While the Central London Railway is not prepared to fit up the Railphones to enable passengers to talk with persons at a distance, there is, we hear, some chance of its providing megaphones so that passengers sitting next to one another may converse and be heard above the roar of the train.

Much has been printed lately concerning "Underwriters' Risks." The risk of over-writing is also great, to judge by the way in which the sales of certain of our popular writers have fallen off recently.

It is rumoured that among the disappointed Liberal applicants for the office of Justice of the Peace is one David Davies, of Dartmoor and elsewhere, and this in spite of his considerable experience of judicial procedure.

In burgling circles very little has been discussed during the past week except the regrettable occurrence at Weybridge, where a poor housebreaker, feeling faint after he had finished his job, succumbed to the temptation afforded by some liquors, and was taken by the police in a drunken slumber in the house where he had been working. It is said that more burglars have taken the pledge during the last seven days than in any previous seven years.

"Wanted at once for permanent situation as Trapper, etc.," says an advertisement in "The Moray and Nairn Express," "a man of between 25 and 35; man who can neither read nor write proffered." We foresee a little difficulty here in the search for the ideal type. How is the man to read the advertisement or write for the post? Has that ancient pliancy—"Crosstalkers will be prosecuted; those who can't read apply at the blacksmith's"—only just penetrated so far North?

Headlines from "The Daily Mail": "THE ENGLISHMAN'S HOME, REVOLUT' AGAINST MONOTONOUS ROWS."

One certainly prefers variety in one's domestic quarrels.

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WANTED to borrow at fair interest from \$1,000 to \$1,000. Good Security. Apply—J. D., care of "Telegraph." [1155]

CANTON RIOTS.

Whether the Canton riots are due to Viceroy Chiang's vigorous anti-gambling campaign or not it is not safe to assume; but it is certain that some of the measures adopted, well meant, no doubt, would provoke disorder in places other than China. It is an extension of the old and convenient Chinese principle of holding the person found nearest the scene of the crime to be the guilty party. Many an innocent man has suffered the weight of Chinese "justice" because some person maliciously disposed has chosen to die on his door-step. Of course, this system of putting the burden of responsibility on the shoulders of the public has the merit of economy, policemen scarcely being needed. But there are cases when, as might very well have happened the other day, an infuriated community rises in its wrath, and then more expense is incurred in an hour than this parsimony saves in a year.—"Pall Mall Gazette."

WOMEN AND CHIVALRY.

The man who allows a woman to "strap hang" in New York's "tube" is an object of never-failing condemnation among his countrywomen, but the New York "Tribune" suggests that the fault lies less, perhaps, with the man than with the woman who are responsible for his training. As an instance, it says, a little man and a competent-looking woman entered the subway train. The woman found a seat near the door. A second later she saw another just beyond her. "Hurry up there, George," she cried, "or somebody'll get that seat!" Somebody did. She was a frail young girl in deep mourning who had entered at the middle door of the car, "George," returning to hold the strap above his wife's head, was greeted with a disdainful, "You slow poke." The little man who wants to earn his wife's approval will capture the seat from the tired girl next time.—"Morning Leader."

EASTERN CLOTHING.

We have wondered at the popularity of the fox in the East in spite of its apparent unsuitability to Eastern suns. Sir Charles Eliot has some observations which are in point. "Dress in the East is a matter determined by rank or race, and is not affected by such trifles as climate or temperature. Some people think it proper to go about almost naked, other bury themselves under a mountain of clothes; but all would scorn the idea of putting on an overcoat because it was cold, or leaving off a fur-lined robe because the thermometer was at 90 deg. in the shade." These remarks are made in connection with the Bulgarian women's gala costume—white linen gown with woollen embroidery on skirt and sleeve, various sleeveless garments over this, and above all a thick quilted jacket and voluminous sash. In all this they will perform the national dance throughout a blazing afternoon.—"Daily Chronicle."

Intimations



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\$40	Shanghai (Steamer).....Lv.				
	Dairen (").....Ar.				
	(S.M.R. Train).....Lv.	6.00 a.m.			
Y14.50	Mukden (").....Ar.	1.50 p.m.			
	(").....Lv.	2.05 "			
Y11.50	Changchun (").....Ar.	8.30 "			
	(Russian Train).....Lv.	9.30 "			
R 9.00	Harbin (").....Ar.	9.10 a.m.	Mon.	Thurs.	Sat.
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Connecting at Harbin with			State Ex- press from St. Petersburg	State Ex- press from Moscow	Wagon Lite from Moscow
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	Changchun (").....Ar.	8.25 p.m.	"	"	"
	(S.M.R. Train).....Lv.	10.30	"	"	"
Y11.50	Mukden (").....Ar.	5.10 a.m.	Tues.	Thurs.	Sat.
	(").....Lv.	5.25	"	"	"
Y14.50	Dairen (").....Ar.	1.30 p.m.	"	"	"
	(Steamer).....Lv.	Noon	Wed.	"	Sund.
Y40.00	Shanghai (").....Ar.		Fri.	"	Tues.

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Hongkong, 9th April 1911

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Hongkong, 7th July, 1910. [28]

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and print the news without fear or
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THE

Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 31, 1911.

A NAIVE PROPOSAL.

At the present Imperial Conference the subject of shipping will hold an important place in the discussions on Empire topics, for the New Zealand government has submitted a proposal to the effect that self-governing overseas dominions have now reached a stage, when they should be entrusted with wider powers for legislation in respect to British and foreign shipping. It amounts really to a proposal that the self-governing colonies should have perfect freedom with regard to such subjects, whether, or not, they see eye to eye with the home authorities, and is an attempt to bring a British ship within two sets of laws, those of the home country and those of the colony where probably her call is only a passing event. It is not clear what kind of legislation is in the mind of the New Zealand government, and in fact we fail to see what further measures can be passed by the colonies, which would tend to great

efficiency than those which have been passed from time to time by the British Parliament. With a vigilant Board of Trade, England has kept such a close surveillance upon her shipping, that it has surpassed that of any other country, while at the same time the rights of the owner has in no way been outraged.

However, the proposals of New Zealand seem to go further than those made by even the most rabid social reformers who have ever endeavoured to subvert all means of wealth, production to the common weal, for the colony's view is, that the shipping trade must be regulated in the interests of the colonies rather than of the industry itself. In short it is sought to deprive the owner of liberty of action, as to the manner in which he should conduct his business, and to make his trade subservient to public convenience and benefit. In reality this seems to be the first suggestion that a huge industrial concern should be run for purposes of pure philanthropy and not for the purpose of acquiring wealth for those who are engaged therein.

The request is one of delightful naivete, and we fancy that an expression of innocent surprise will mark the receipt of any refusal to further extend the colonies' powers in this respect. It is naive for two reasons. In the first case, the colony, that is responsible for the suggestion, owns probably less than one-twentieth of the tonnage under the British flag, while without doubt the greater proportion that enters its ports is of English registration. In the second case the proposal is a direct contravention of the resolution of the conference of 1907, and on the question of the proposal coming before the Board of Trade, that body, realising the importance of the suggestion to the owner, referred the matter to the shipowners in general. The result was that the Ship Owners' Parliamentary Committee recommended that the resolution of the Colonial Merchant Shipping Conference of 1907 be adhered to.

It has been proved time and again, that unity always calls forth strength, but the unity of the Empire must be jeopardised by any step which tends to create a disjointed legislature with respect to any of the big institutions upon which the wealth of the community depends. Any disparity of legal processes in the different usages of various colonies can only tend to confusion, and with confusion rampant, who can say that our mercantile marine would be any the more efficient?

DAY BY DAY.

Philanthropy is not a question of money; it is a matter of understanding one's fellow men, and few there be who are born with this rarest of talents.

The recent heavy rains in Hai-ping near Canton were responsible for the collapse of about 40 yds of the city walls.

At the Magistracy to-day Inspector J. Kerr prosecuted two Chinamen for cutting trees at Wan-chai. Mr. F. A. Hazeland imposed fines of \$5 and \$2 respectively.

The new Victoria Theatre continues to be well patronised. The pictures shown are excellent, while the vocal efforts of Mlle. Bascans and Signor Laynez are appreciated. Some of the notes registered by Mlle. Bascans are of remarkable purity but she would do well not to strain after effect. The Ohing Ling Foo troupe will open to-night and perform for a week only.

No date has yet been fixed for the formal opening of the new Law Courts, but it will not take place for some time after the Coronation festivities.

Messrs. Muneya & Co. report to the police that several pot plants have been stolen from the doorway of their premises in Queen's Road Central.

Taking advantage of the good weather that prevailed yesterday, Her Majesty the Queen Mother of Siam accompanied by several of her suite made a round of the shops in town and made extensive purchases.

The German Government have given notice that the cable entering Tientsin on the east coast of China has been moved to Tientsin Bay, and the two sets of beacons formerly indicating it have been removed.

During the twenty-four hours ending noon to-day five cases of plague have occurred, and during the previous twenty-four hours three were notified. All are Chinese and four deaths have been reported. From the first of Jan. 68 cases have occurred.

Still another police dog story. A bad character from Saigon who was being deported from Hongkong last night contrived to escape from custody at the wharf but was captured by a Scotch terrier belonging to Lance-Sergeant J. Ogg. The little animal held on by the man's clothing until the police came up.

A change of lights has taken place on Louis Lodge, Cebu Harbour approach, Philippines. The fixed green light has been discontinued and an intermittent white light every fifteen seconds, thus—eleven seconds, eclipsed four seconds. The light is established about 1,200 yards to the southward of the former light.

The directors of the P. & O. Steam Navigation Co. will dispatch their new steamer Maloja, of 12,500 tons, from Tilbury on November 7th in order to meet the convenience of the public desirous of witnessing the imposing ceremonies attendant on the visit of Their Majesties to their Indian Empire.

In yesterday's issue of the "Hongkong Telegraph," under the heading of "Memorial Day," it was stated that outside the offices of the Pacific Mail S. S. Co. were displayed the American, English and German ensigns. Mr. Fred. J. Halton, agent for the company, writes to say that the "German" ensign mentioned was the Pacific Mail house flag.

In accordance with Ordinance 2 of 1869, on the occasion of His Majesty's Birthday Parade on the Hongkong Cricket ground, the following roads will be closed to ordinary vehicular traffic between 7 and 9 a.m. Queen's Road between City Hall to Connaught Road; Chater Road, from Hongkong Club to Murray Road, Garden Road to the Peak Tramway Station.

To-day being the concluding day of the month of May, a solemn High Mass was celebrated in the Roman Catholic cathedral. This evening the recitation of the Holy Rosary will take place, followed by the procession of the Blessed Virgin. The procession will take place in the cathedral instead of in the compound as heretofore, on account of the repairs in progress.

To-morrow being the 5th day of the 5th moon, there will be celebrated the annual Dragon Boat Festival. A dragon boat race will take place at Aberdeen. This year the dragon boat races at Canton have been prohibited owing to the recent disturbances there. To-morrow there is also observed the Rush Festival, the main part of which consists in the drinking of wine in which is placed a certain kind of rush, a reputedly sovereign remedy for, and preventative against, all the ills of the flesh.

CAPTAIN'S SERIOUS OFFENCE.

Quarantine Regulations Disregarded.

This morning at the Marine Court, Commander Beckwith investigated a serious charge against Goitrich Rumens, master of the German steamship Pitsanulok, who, it was alleged, committed a breach of the quarantine regulations, by not having at once proceeded to the quarantine anchorage, on the ship's arrival in the waters of the colony. There was also a further charge, that he unlawfully discharged forty-nine passengers from the ship without their being examined by the health officer on the 20th inst.

The defendant pleaded not guilty.

Evidence was given by an officer, to the effect that on the date in question the defendant's ship arrived in the harbour from Bangkok via Swatow at 10 a.m. He was flying no yellow flag nor did he proceed to the quarantine anchorage but went straight to his buoy. He made fast and discharged passengers.

The Magistrate: How long has there been quarantine?—Since May 6th by proclamation.

Against?—Bangkok.

Has the steamer been here since then?—He has been here regularly in trade.

About how often does he come here?—Once a month or so.

Defendant, asked if he had anything to say, elected to make a statement on oath. He said he thought that the quarantine had been removed.

The Magistrate: You arrived here from Swatow: what bill of health had you?—We had none.

Did you not get one from Bangkok?—No.

Do you think that quarantine regulations are made as a jest or what? This is the most serious regulation of the port made for the safety of the people in the port, and you come here and discharge forty-nine passengers, who, as far as we know, are infected. Then you come here and tell me you thought that quarantine regulations had been removed. How do you justify yourself? The quarantine is a year old. You cannot plead ignorance of the fact. You don't raise your yellow flag, you ignore the conditions of the port, go straight to your buoy and discharge passengers. I fail to see how you can justify yourself.

Defendant: The last time that I came here I dropped my anchor at the quarantine station and was lying there for about two hours for the doctor.

The Magistrate: You are not the only ship in the port. You mean to say that, because you were kept waiting two hours last time, you thought you would not wait this time?—Nobody came so we raised our anchor and went to our buoy.

You took a big risk. I thought that the quarantine was taken off. After two or three hours nobody came so I went to my buoy. There was no trouble then, and I thought that quarantine had been taken off ships from Bangkok.

You would not think it a wise thing to ask the doctor when he came on board?—I did not see him.

Didn't you see him last time?—No.

Had you the yellow flag up then?—Yes.

When was that?—April 29th. That was what made me go to the buoy this time.

Did you take any steps to ask anyone? Did you ask the boarding officer?—I did not see the boarding officer.

You do not seem to have seen anybody. Do you mean to tell me that the boarding officer never came to you?—Yes.

Couldn't you ask anybody?—That is where you got into trouble. I never wanted to do anything against the law.

The Magistrate: As master of a ship you have neglected your duties. You ought to have waited on April 29th, till you had medical inspection. It was for your own safety and the safety of the port.

Dr. F. Keyt, second health officer of the port, stated that he was on duty on the 20th inst., and boarded the Pitsanulok, which arrived in harbour at 10:30 a.m. She was lying at her buoy. He asked the captain on the gangway, and asked him if he had come from Bangkok. On receiving a reply in the affirmative he asked why the captain had not complied with the regulations of the port regarding quarantine by going to the quarantine anchorage and flying a yellow flag. The captain replied that he had been informed in Bangkok that the quarantine regulations had been removed.

The Magistrate: Did he say how he came in before and had to wait for an officer coming on board?

Witness: He said he had been kept waiting at the quarantine station on a previous occasion.

And he did not propose waiting again. Is that it?—Well, he did not say that. The doctor explained that on a previous occasion, the 11th September, he was on duty, and had to examine a number of emigrants. That was the reason he had to keep the defendant waiting. There were one or two private passengers on board, who were anxious to get on shore as soon as possible.

The Magistrate: But the captain says it was on the 20th April.

Witness: The time I am talking about was on the 11th April. I do not remember what occurred on the 20th April. I shall have to refer to my diary.

The Magistrate: He says he was kept waiting some hours, and was flying the yellow flag. As no one came to his buoy, he says that no doctor went on board at all. I don't think that is possible.

Witness: I cannot say.

The Magistrate: We will deal with the case as it stands. He came to the port before, and because he was kept waiting or something, he goes to the buoy without being examined at all, and lands 49 passengers.

In answer to his Worship, Doctor Keyt said he considered the charge a serious one.

The Magistrate: In spite of the quarantine regulations, the defendant goes to his buoy, and lands 49 passengers, who, so far as we know, were infected.

The defendant: I will not do it again. I will go straight to the quarantine station.

The Magistrate: It is not what you will do, it is what you have done. (To Doctor Keyt): I take it that these regulations are properly drawn up, with due care and consideration?

Doctor Keyt: Yes, certainly.

The Magistrate: Quarantine is the most serious regulation we have in the harbour. There is no regulation in the world considered more important than this.

The Captain said the passengers were landing when the doctor went on board, and he then offered to take his ship to the quarantine station and have the passengers examined.

Doctor Keyt: He certainly said so.

The Magistrate: You never think of these things, and how serious they are. If you go round the world thinking, the next time you will probably find yourself in London when you ought to be in Hongkong. You must do more than think. You could have asked people if the quarantine regulations had been lifted; there were a hundred ways of finding out.

Doctor Keyt said that as this was the defendant's first offence, he thought a small fine would be sufficient warning.

Commander Beckwith: This is a most serious offence. The charge affects the whole port. The regulations are passed in order to protect the health of the port, and if German captains are going to blow in here and discharge their passengers at liberty, without any regard to the rules and regulations—

Doctor Keyt: I think this will be a warning.

His Worship: I don't think it is sufficient warning.

Addressing the defendant, the Magistrate said: I find both charges proved against you. I consider this to be one of the most serious charges that can be brought against a ship-master. As the health officer has asked me to deal leniently with the case, I order you to be fined \$500, or imprisonment for two months with

out hard labour. The maximum fine is \$4,000 in your case, but I have fined you a nominal fine of \$500.

At the same Court this morning, before Commander C. W. Beckwith, R.N., the masters of six steam launches were charged with disobeying the commands of the Harbour Master on the 23rd. The offence was with regard to the launches lying alongside the Nippon Maru, more than two at a time.

Sergeant Fox proved the case. The Magistrate called special attention to the fact that not more than two launches were to lie alongside a steamer at one time. The order was a new one, but he was determined to have it carried out. No launch except the company's launch was to be alongside when finished discharging or taking on board passengers or luggage. The hotels had no prior claim, said the magistrate, and he hoped the owners of launches would assist him in the matter. The rules were made for the convenience of passengers.

The defendants were dismissed with a caution.

THE STANDARD OIL CO. IN JAPAN.

Mr. H. A. Ensworth, assistant general manager of the branch of the Standard Oil Co. in Yokohama, in an interview says:—"I am authorised by cable from New York, to make the statement that there will be no change in the business of the Standard Oil Company in Japan or Korea. We will be as active as ever in the market and will as usual sell the best oil at the lowest possible price. Some of the newspapers convey the impression in their statement that the Standard Oil Company is a dangerous or unfriendly competitor for the Japanese oil companies. I can state most positively that this is not true. The Japanese oil companies and the Standard Oil Company have been and always will remain friends; perhaps, at times, friendly competitors, but never to the point of under-selling in order to injure the interests of one or the other. The Japanese oil companies will not be injured by reason of the competition of the Standard Oil Company, but we will continue to do our business as heretofore, always trying to regard the high principle and ethics of business coupled with the greatest activity in the promotion of our interests. You may say without reservation of any kind that the recent decision will in no way affect the business of the Standard Oil Company in Japan or in Korea."

CHINESE VICTIMISED BY SHARPS.

It is an unfortunate fact that the Chinese passenger aboard any of the trading steamers is as much subject to the attention of sharpshooters as were the passengers aboard Atlantic liners when these rogues wrought their worst, says the "N. C. Daily News." Thefts are continually reported, mostly of a petty character, but now and again a case of more than usual interest occurs. A very clever and daring case, perpetrated on the steamer Pekin almost at the close of her customary passage from Ningpo, has just come under the notice of the police. On the voyage up, one of the passengers, a well-to-do Chinese, struck up an acquaintance with a stranger, and all went well until within half an hour of the steamer's arrival. Then at the invitation of his newly found friend the passenger ate a piece of cake. Within a few minutes he was in a profound slumber, and on awakening an hour later he found that all his belongings had vanished along with his interesting acquaintance. He had been cleverly drugged, and robbed of all that he possessed. The police are now looking for the other man.

TRADE-MARKS IN CHINA.

The ratification of a Franco-Japanese Convention for the protection in China of inventions, designs, trade-marks, and copyrights, signed in Tokyo between the representatives of the two countries, was published in the "Official Gazette" on Saturday, the 20th inst. The Convention consists of nine articles, and is to come into force ten days after the exchange of ratifications.

COMPANY REPORT.

A. S. Watson & Co., Ltd.

The General Managers (Messrs. J. D. Humphreys & Son) report as follows on the Company's business for the year ending Dec. 31st, 1910:—

Gentlemen,—We beg to lay before you a Statement of the Company's business, with a Balance Sheet for the year ending the 31st December, 1910.

The Net Profits of the Company for the twelve months under review, after paying all charges, including the salary of the General Managers; and providing for all bad and doubtful debts, and allowing for loss on subsidiary enterprises, amount to.....\$33,003.21

To which has to be added the balance brought forward from the previous year.....1,770.81

.....\$34,774.02

We have transferred to Profit and Loss Account "Reserve Fund" to meet contingencies or for the equalization of Dividends.....25,000.00

.....\$9,774.02

From this there have to be deducted:—

General Managers' Commission of 5 per cent. on the net profits for the year as per Article 80 of the Company's Articles of Association.....\$1,650.16

Remuneration of the Consulting Committee as per Article 92.....2,000.00

.....\$3,650.16

Leaving available for appropriation.....\$6,123.86

We propose to pay a Dividend of 3 per cent., which will absorb.....27,000.00

To write off Building Improvements, Furniture, Fittings, Utensils of Trade, Aerial Water Plant and Machinery.....25,000.00

To carry forward to 1911 account.....4,123.86

.....\$6,123.86

Reserve Fund.—In addition to the transfer of \$24,000 from "Reserve Fund" to meet contingencies or for the Equalization of Dividends "to Profit and Loss account, we have considered it advisable, in view of the closing of the Manilla Branch, and possible closing of other branches, to transfer \$100,000 from Permanent Reserve Fund to Contingency Account to meet any losses that may arise through the sale of such branches.

Consulting Committee.

The existing Consulting Committee consists of Messrs. E. Osborne, Mr. F. P. White, Mr. J. Scott-Hamilton and Sir H. Macpherson Moyle.

Auditors.

The Company's Accounts at the Head Office have been audited by Messrs. Francis Mathison and Mr. W. H. Hutton Potts, who offer themselves for re-election.

LIABILITIES.

Capital Account.....\$100,000.00

Reserve Fund:

Permanent

Reserve

Fund.....\$300,000.00

Reserve Fund

to meet contingencies or

for the Equalization of

Dividends.....25,000.00

.....\$325,000.00

Less:

Transferred to

Profit and

Loss Account as below.....25,000.00

Transferred to

Contingency

Account as below.....100,000.00

.....\$225,000.00

.....\$550,000.00

Contingency Account to meet expected losses in Closing Branches in North China and at Manila	100,000.00
Local and General Liabilities in the East and in America	\$226,265.53
Local and General Liabilities in London	11,988.81
Mortgage on Section E of Inland Lot No. 19 and the buildings thereon	48,000.00
Mortgage on Kowloon Inland Lot No. 1208 and the buildings thereon	26,000.00
Advances against San Jacinto Property, Manila Bill Payable, Hongkong, China and Manila ..	126,819.41
Unclaimed Dividends ..	4,427.00
Security Deposits from Staff	17,450.00
Profit and Loss Account Forward from 1909 ..	\$ 1,776.81
Net Profit 1910	31,003.21
	\$ 31,780.02

Amount transferred from Reserve Fund to meet contingencies or for the equalization of Dividend ..	25,000.00
	\$ 59,780.02
	\$1,749,622.54

ASSETS.	
Total Stock in Trade ..	\$963,978.21
Building Improvements, Furniture, Fittings, and Trade Utensils at Hongkong, Manila, Canton, Amoy, Tientsin, Shanghai and Native branches ..	
As per last Account ..	\$151,972.05
Written off for Depreciation in May, 1910	9,310.13
	\$145,662.92
Added during 1910 ..	8,855.33
	\$154,518.15
Aerated Water and other Machinery and Plant at Hongkong, Manila, Canton, Amoy and Shanghai ..	
As per last Account ..	\$124,184.91
Written off for Depreciation in May, 1910	680.87
	123,475.04
Added during 1910	12,977.65
	136,452.69
Steam launch, Car, Boat and Water Boats	13,512.77
	804,482.61
Goods Debts due from Customers	207,979.58
Sundry Debtors	34,764.72
Cash in hand	\$ 15,846.50
Cash at Bank	1,414.00
	17,260.50

Fire Insurance Premiums and Licences Unexpired	10,347.53
Section E of Inland Lot No. 19 and the buildings thereon	60,000.00
Kowloon Inland Lot No. 1208 and the buildings thereon	27,500.00
Marine Lot No. 293 and the buildings thereon ..	As per last Account ..
Expenditure during 1910 ..	27,743.45
San Jacinto Inland buildings, Manila ..	34,290.85
Extra Commission Lot No. 78 and the buildings thereon ..	9,066.00
Canton ..	211,949.80
	\$1,719,622.5

Profit and Loss Dr.	
To Balance	\$59,780.02
	\$59,780.02
Contra Cr.	
By Balance from 1909 Account ..	\$ 1,776.81
By Net Profit, Hongkong, China and Manila	31,003.21
	\$31,780.02
By Transfer of Reserve Fund to meet contingencies or for the equalization of Dividends	25,000.00
	\$59,780.02

J. A. TARRANT,
Acting Secretary.
J. D. UMPHREYS & SON,
General Managers.

SPECIAL TELEGRAMS.

SILBY-BOYD JUDGMENT.

[THE "TELEGRAPH" CORRESPONDENT]
Singapore, May 31, 2.40 p.m.
Judgment was reserved in the

Robert Passmore Silby v. Jolin Graham Boyd case, which was heard in the Supreme Court, Singapore.

Counsel for Silby commented on the carelessness of Boyd, which, he said, amounted to fraudulent misrepresentation.

It was a sort of confidence trick worked on Silby.

He suggested that a Mr. Hargreaves had committed perjury; also other Europeans.

RUBBER FIRE.

[THE "TELEGRAPH" CORRESPONDENT]
Singapore, May 31, 2.42 p.m.

A fire occurred on the Gedong Estate yesterday.

The drying shed, containing 70,000 lbs. of rubber was destroyed.

The loss is covered by insurance.

COMPANY REPORT.

China and Manila Steamship Co. Ltd.

Messrs. Shawan, Thomas & Co., General Managers, in their annual report state that in accordance with the resolutions passed at the extraordinary meetings on August 29th and September 10th the transfer of the Company's steamers to the Philippines S.S. Co. was effected on November 3rd, 1910.

The loss on working account is \$78,899.11 and adding the expenses of transfer \$36,019.70 and the balance of \$3,777.38 brought forward from last year, they have a total of \$118,690.23 against which they propose to set the amount at credit of Underwriting account \$70,849.10 leaving \$47,841.13 as a debit balance of profit and loss. And it will be seen also that the Philippines S.S. Co. starts the year with a debit balance of \$19,058.47.

As noted in the report of the Philippines S.S. Co., the position is actually that on December 31st, 1910, but the later adjustments alluded to will reduce the sundry creditors to \$142,641.75 all due to the Philippines S.S. Co., (except for the inclusion of a small item due to minor sundry creditors \$2,367.89) and the assets will be the book value of the Philippines S.S. Company's shares \$745,000 and profit and loss balance of \$17,811.13.

The new Company though starting badly has steadily gained ground and the heavy loss has been stopped and when some arrangements now under way with the Philippines authorities are completed it is expected they will be able to more than pay their way.

Consulting Committee—Mr. H. P. White and Dr. Noble retire and are eligible for re-election.

The accounts have been audited by Messrs. W. H. Potts and A. O. D. Ordlin, who are recommended for re-election.

The first statement of accounts of the Company, covers the period from its formation on November 3rd last to the end of the year. The accounts are rendered in Philippine Pesos and in Hongkong Currency, the rate of exchange, 90:4, being that ruling on December 31st, 1910.

The balance sheet necessarily shows the actual position of accounts in the books on December 31st, but it must be carefully noted that as arrangements for the complete transfer of the assets and liabilities of the China and Manila Steamship Co., Ltd. could not be carried out until after that date there will be added to the liabilities a sum of Pesos 174,239.85 (HK\$ 192,016.35) representing additional sundry creditors, and to the assets Pesos 46,596.65 (HK\$ 56,741.49) representing outstanding freights, sundry debtors, and the value of buoys and moorings, and the balance Pesos 126,507.16 (HK\$ 151,273.86) will stand as a sundry debtor item being amount due by the China and Manila Steamship Co., Ltd. The above mentioned extra liability has been secured to the creditors by a mortgage on the ships.

Remuneration of Directors, Secretary & Treasurer ..	155.13	140.00
Council's Retainers	22.16	20.00
Auditors' fees	66.56	60.16
Charges	155.75	140.56
Interest	47.79	43.13
Exchange	73.50	66.83
Balance of Working account of steamers from 3rd Nov. 1910 to 31st Dec. 1910	18,537.48	16,730.08
Balance	\$19,058.47	P.17,200.26

Balance Sheet.	
Capital 80,000 Shares at P. 25 each ..	750,000.00
Insurance account	4,053.34
Sundry Creditors	68,201.49
	\$72,254.83
Profit and Loss Account	17,200.26
	\$89,455.09

Value of Steamers "Tubi" & "Zafiro" ..	750,000.00
Value of Stores on hand ..	2,460.18
Value of Coal on hand ..	6,086.04
Proportion of prom. of unexpired policies	27,890.54
Sundry Debtors	899.05
Freights	16,800.55
Balance of Profit and Loss Account	17,200.26
	\$72,254.83

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	\$72,254.83

Profit & Loss Account.

Balance brought forward from last year	8,777.38
Consulting Committee's fees	1,250.00
Auditors' fees	899.34
Charges	2,807.71
Interest	7,461.48
Balance of Working Account S.S. "Tubi" and "Zafiro" to 3rd Nov. 1910	60,961.70
Preliminary expenses in connection with transfer to American flag	36,019.70
	\$118,701.35
Balance of Underwriting Account transferred	70,849.10
Exchange	11.12
Balance	47,841.13
	\$118,701.35

Authorized Capital 80,000 shares at \$25 each 750,000.00	
Issued and Fully paid ..	26,000.00
Shares at \$25 each	650,000.00
Calls on shares forfeited now belonging to the Company ..	160.00
Sundry Creditors	194,383.24
Cash	39.38
	\$844,582.62

Investment in Philippines Steamship Co. 30,000 shares at P. 25 each fully paid up ..	750,000.00
Value of Hongkong Buoy and Mooring	1,800.00
Value of Manila Buoy and Mooring	5,800.00
Value of Amoy Buoy and Mooring	2,000.00
Sundry Debtors	11,452.93
Outstanding freights	30,688.56
Balance of Profit and Loss Account	17,811.13
	\$844,582.62

THE CORONATION.

London has already entered the Coronation season, and the streets are presenting a more animated appearance every day. In order to control the increasing traffic, the number of policemen patrolling the streets is being greatly increased.

The London Aviation Club has issued a notification to the effect that flights over the Royal procession on Coronation Day have been forbidden. Anybody who disobeys the injunction will have his flying licence confiscated.—"Japan Chronicle."

A Taipei dispatch states that the regiment of infantry which entered the aboriginal district recently from Toyen for the purpose of overawing the aborigines has accomplished its object, and the troops are now on the way back to their station.

Four Chinese policemen, says an Antung message to the "Asahi," have been arrested by Japanese military guards in the very act of tampering with the telegraph line in the vicinity of Botan Station. They were brought to the military barracks at Antung, where they are now being examined.

Sunday next is the anniversary day of the Chinese Dragon's Mother. On that occasion, a great many people from Hongkong and Canton pay a visit to the famous Temple of the Dragon's Mother at Yuet Sing in Kwangtung Province. Special excursion runs are being made by some of the river steamers.

To-day's Advertisement.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE is hereby given that all FIRE INSURANCE OFFICES will be CLOSED for the transaction of Public Business on SATURDAY and MONDAY, the 3rd and 5th June, 1911.

By Order,
A. R. LOWE,
Secretary.
Hongkong, 31st May, 1911. [1161]

To-day's Advertisement.

G. B. R.

KING'S BIRTHDAY PARADE

3rd June, 1911.

IN accordance with Ordinance 2 of 1869, on the occasion of His Majesty's Birthday Parade on the Hongkong Cricket Ground, the following ROADS will be CLOSED to ordinary Vehicular Traffic between 7 & 9 a.m.

Queen's Road—between City Hall and the East-end of Murray Barracks.
Jackson Road—from City Hall to Connaught Road.
Chater Road—from Hongkong Club to Murray Road.
Garden Road to the Peak Tramway Station.
Police on duty will use their discretion in allowing train cars to pass.

F. W. LYONS,
Capt. Supt. of Police.
Hongkong, 31st May, 1911. [1163]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTY-EIGHTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, St. George's Buildings, 6 Connaught Road, Victoria, on SATURDAY, 10th June, 1911, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1910, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 7th June, to SATURDAY, 10th June, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 30th May, 1911. [1164]

NORDDEUTSCHER LOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"COBLENZ,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 6th of June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th of June, at 9.30 a.m.

All claims must reach us before the 10th of June, 1911, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LOYD, BREMEN, General Agents.
Hongkong, 30th May, 1911. [1165]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "HONGKONG MARU."

FROM SAN FRANCISCO, HONOLULU and JAPAN PORTS.

The above-named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on June 2nd, at 5 p.m., 1911, will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godowns, and all Goods remaining undelivered on June 6th, afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or godown and examination of same to be arranged.

All claims must be filed on or before June 14th, 1911, otherwise they will not be recognized.

K. MATSUDA,
Agent.
Hongkong, 31st May, 1911. [1166]

Intimations.

MILK

FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM Co., Ltd.

One penny a pint!

To-day's Advertisement.

MARINE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE is hereby given that all MARINE INSURANCE OFFICES will be CLOSED for the transaction of Public Business on SATURDAY and MONDAY, the 3rd and 5th June.

By Order,
A. R. LOWE,
Secretary.
Hongkong, 31st May, 1911. [1167]

NORDDEUTSCHER LOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

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NORDDEUTSCHER LOYD, BREMEN, General Agents.
Hongkong, 30th May, 1911. [1168]

JOHN THOMAS COTTON.

VETERINARIAN & FARRIER

(Qualified).

No. 1, Queen's Road East, HONGKONG.

29th April, 1911. [1005]

THE ALEXANDRA CAFE

(HONGKONG HOTEL NEXT DOOR).

Will be opened To-morrow. [1121]

PURE, THE IDEAL SUMMER DRINK.

REFRESHING, WHOLESOME.

Only 40 cents per bottle.

H. PRICE & CO., LTD.

12, Queen's Road Central, Hongkong, 30th May, 1911.

Only 40 cents per bottle.

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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
"EMPERESS OF CHINA".....Sat., June 10.	"ALLAN LINE".....Fri., July 7.
"MONTAGUE".....Wed., June 28.	"EMPERESS OF IRELAND".....Fri., July 28.
"EMPERESS OF INDIA".....Sat., July 1.	"ALLAN LINE".....Fri., Aug. 18.
"EMPERESS OF JAPAN".....Sat., July 22.	"EMPERESS OF BRITAIN".....Fri., Sept. 8.
"EMPERESS OF CHINA".....Sat., Aug. 12.	"ALLAN LINE".....Fri., Sept. 20.
"EMPERESS OF INDIA".....Sat., Sept. 2.	

"Empress" Steamers will depart from Hongkong at 6 p.m. "Montague" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port of New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).....£71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTAGUE" carries only "One Class" of Saloon Passengers (armed intermediates) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£43. Via New York.....£45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDOCK, General Traffic Agent.

Corner Poddar Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
TIENSIN.....	CHONGSHING	Friday, 2nd June, Noon.
MANILA.....	LOONGSANG	Friday, 2nd June, 2 p.m.
SINGAPORE, PENANG & CALCUTTA.....	KUMSANG	Wednesday, 7th June, Noon.
MANILA.....	YUENSANG	Saturday, 10th June, 2 p.m.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kumsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Oheloo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215. General Managers. Hongkong, 31st May, 1911.

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"KUMERIC".....	6,252	G. B. McGill.	6th June
"LUCERIO".....	6,400	J. Mathie.....	30th June

• Not calling at Shanghai.

To be followed by other steamers of the Company at regular intervals. The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for storage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric light, the "Lucerio" and "Ontario" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,

KING'S BUILDING, Praya Central.

Telephone No. 730, Hongkong, 20th May, 1911.

JEBSEN & CO.,
KING'S BUILDING.

Proposed Sailings of Steamers for HOIHOW—HAIPHONG—PAKHOI.

For Steamship Captain Tons Sails on

The steamers are of the most modern type, fitted throughout with Electric Light and have splendid accommodation.

For further particulars as to passage and freight, apply to

JEBSEN & CO.

Telephone 305, Hongkong, 29th May, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID....	KAGA MARU, Capt. M. Hagino, Tons 7,000 KAWACHI MARU, Capt. Potosen, Tons 7,000 ATSUTA MARU, Capt. Wm. Thompson, T. 3,000	WEDNESDAY, 7th June, at Daylight WEDNESDAY, 14th June, A.M. WEDNESDAY, 21st June, at Daylight

VICTORIA, B.C., & SEATTLE...	SADO MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 17th June, from KOBE
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VICTORIA, B.C., & SEATTLE via KANLUNG, SHANGHAI, MOJI, KOBE, YOKOICHI, SHIMIZU & YOKOHAMA	INABA MARU, Capt. S. Tomimaga, Tons 7,000 TAMBA MARU, Capt. K. Noda, Tons 7,000	TUESDAY, 20th June, at 4 P.M. TUESDAY, 18th July, at 4 P.M.
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SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	YAWATA MARU, Capt. J. Nagao, Tons 5,000 NIKKO MARU, Capt. M. Yagi, Tons 6,000	FRIDAY, 9th June, at Noon. FRIDAY, 7th July, at Noon.
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SHANGHAI, MOJI & KOBE	BOMBAY MARU, Capt. J. Toranaka, Tons 5,000	WEDNESDAY, 7th June.
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AGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6,000	WEDNESDAY, 7th June, at Noon.
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KOBE and YOKOHAMA	MIYASAKI MARU, Capt. T. Murai, T. 9,000	THURSDAY, 8th June, at 11 A.M.
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† Fitted with new system of wireless telegraphy. † Cargo only.

* Carries dock passengers. † Calling at Djibouti.

CHEAPEST SUMMER RATES

between

HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA	Kobe	MOJI	NAGASAKI
RETURN.	RETURN.	RETURN.	RETURN.	
1st Class	\$120	\$110	\$100	\$90
2nd "	\$ 80	\$ 70	\$ 60	\$ 50

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong, direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chatel Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To Sail.
WEI HAI WEI (CHEFOO & NEWCHANG).....	"NANCHANG".....	1st June, 4 P.M.
SHANGHAI.....	"LINAN".....	1st " 4 P.M.
SHANGHAI.....	"CHINHUA".....	3rd " Midnight
MANILA, CEBU & HOLOLO.....	"TAMING".....	6th " 4 P.M.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUKI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—Twin Screw Steamers "Tean" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck aft. saloon accommodation of s.s. "Kailong" is situated on deck aft.

SHANGHAI LINE—FAST SCHEDULE—TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chinghua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Wusung.

Fares:—\$45 single, \$80 return.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 26, Hongkong, 30th May, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINE
IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European Northern Continental British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong :

OUTWARD.

For Shanghai, Kobe & Yokohama :	
S.S. Slavonia	4th June
" Silvia	20th June
" Spesia	1st July
" Silosia	12th July
" Proteson	28th July
" A'u is	9th Aug

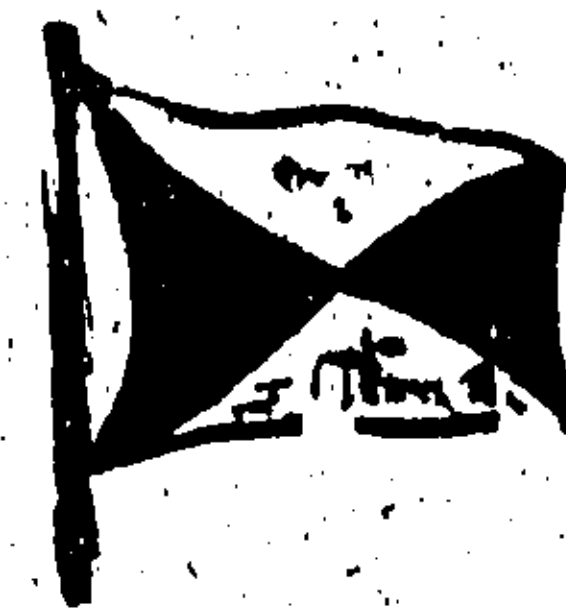
HOMEWARD.

For Rotterdam & Hamburg :	
S.S. Aradia	5th June
For Havre, Bremen & Hamburg :	
S.S. Frohnfels	5th June
For Marseilles, Havre & Hamburg :	
S.S. "Scandia"	23rd June
For Rotterdam, Hamburg & Antwerp :	
S.S. Sibthia	26th June

For Further Particulars, apply to—

Hamburg-Amerika Linie, Hongkong Office.

Hongkong, 29th May, 1911.

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO.....	4000	M. C. Smith.	MANILA, CEBU & ILOILO	SATURDAY, 10th June, 4 P.M.
RUBI.....	4000	S. Crosby ..	MANILA, CEBU & ILOILO	TUESDAY, 20th June, 4 P.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO. GENERAL MANAGERS.

Hongkong, 31st May, 1911.

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fast and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving
HAIPHONG	"Hongkong".....	Cornelius	1,200	About June 2.

For Freight and Passage, apply to

A. R. MARTY, 24, Des Vaux Road.

Telephone 118, Hongkong, 24th May, 1911.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia.
.....

The above Steamers are fitted with Refrigerating Machinery, ensuring plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

Gibb, Livingston & Co., Agents.

TOYO KISEN KA SHA

Imperial Japanese Trans-Pacific Mail Line.



SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILING FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
Nippon Maru.....	11,000	H. S. Smith	Friday, June 2, 1 p.m.
Chiyo Maru.....	21,000	W. V. Greene	Friday, June 30, 1 p.m.
America Maru.....	11,000	A. G. Stevens	Friday, July 21, 1 p.m.
Tenyo Maru.....	21,000	E. Bent	Friday, July 28, 1 p.m.

† Triple Screw, turbine engines. All Steamers are equipped with the Japanese Government Wireless Telegraphy and Post Office. The Twin Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOICHI, YOKOHAMA and HONOLULU, on FRIDAY, 2nd and JUNE, at 1 P.M.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO.) Only Regular Direct Service to Mexico, Panama and Chilean Ports.

Steamer	Tons	Captain	Date of Sailing.
Hongkong Maru	11,000	H. Hinokuma	Saturday, June 17, 1 p.m.
Kiyo Maru	17,200	H. Nishi	Tuesday, Aug. 15, 1 p.m.
Buyo Maru	10,500	K. Hashimoto	Saturday, Oct. 1, 1 p.m.

The Steamer "HOYOKONG MARU" will be despatched for MOJI, KOBE, YOKOICHI, YOKOHAMA, HONOLULU, MANZANILLO, BALBOA, CA, CALAO, IQUIQUE, VALPARAISO and CORONEL, on SATURDAY, 17th June, at 1 P.M.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, Local Manager.

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NAVAL NOTES.

The Coronation Review.

The imposing naval display which is to be made at Spit head in honour of the Coronation will not include any ships of the Mediterranean Fleet, orders having been given that all vessels are to remain on the station this summer. It will accordingly devolve upon Admiral Sir Edmund Pellee to arrange for the Coronation to be fittingly honoured by his command at Malta, where it is understood that the full strength of the Mediterranean Battle Fleet and its associated Cruiser Squadron will be brought together. In "Naval Notes" on the 4th inst. it was computed that the Coronation Review would consist of nearly 400 British vessels—a total which excluded the Mediterranean Fleet and other squadrons in foreign waters—so that without withdrawing any portion of our overseas forces there will be a record concentration of war vessels bearing the White Ensign, supplemented by representative ships of every other Maritime Power.

A Flight of Fancy.

The "Indefatigable's" speed of 20 knots on her recent acceptance trial has caused German "furious to think." For some time past the "Von der Tann," which is at present on show in South American waters, has been proclaimed far and wide as the fastest cruiser of the "Dreadnought" type afloat in having attained a speed of 23 knots. The "Von der Tann" is undoubtedly a fine specimen of the battle-cruiser combination, but she is not the equal in speed—the dominant factor—of her British contemporary, which has just become an effective addition to the First Cruiser Squadron.

Moreover, when the German vessel realised 23 knots she was in a very light condition and the sea was exceedingly smooth, whereas the "Indefatigable" had her full allowance of stores, &c., on board, and the complement of officers and men was at war strength when she underwent her acceptance trial; the weather at the time being such as to severely test the seaworthiness of the vessel. By way of counteracting the effect which is likely to be produced by the "Von der Tann's" inferior speed to that of her English contemporary having been demonstrated at the very time when the German vessel is on an advertisement cruise as "the fastest and most powerful cruiser in the world," the prediction is made by irresponsible writers that the "Moltke" and "Goeben," which it is believed are designed for 30 knots, thus corresponding to the British "Lion" and "Princess Royal," will prove to be 37 knots! Such a proposition may be summarily dismissed as a figment of the imagination of its author, and in the fulness of time it will probably be found that the "Lion" is able to "show her heels" to the "Moltke," just as the "Indefatigable" is able to in relation to the "Von der Tann"; in other words, superiority in design and speed continues to reside with British shipbuilders and engineers.

The Irish Command.

Vice-Admiral Sir Alfred Paget has relinquished the command of the Irish station in favour of Rear-Admiral Charles Coke. This appointment is associated in the main with Haulbowline Dockyard, although it involves the discharge of other duties which come with the designation of "Senior officer on the Coast of Ireland." Sir Alfred Paget is the first officer who has promoted to Vice-Admiral while holding this appointment since 1855, when Sir George Sartorius, Bart., was so advanced in rank during his period of office. Vice-Admiral Paget's tenure of the command has been marked by a considerable development of the dockyard, which is now able to undertake the refits of cruisers. The enlarged dock has just been flooded for the first time, and next month is expected to witness the reception at Haulbowline Dockyard of one of the "Invincible" class, which will be followed about the middle of June by the visit of the American battleship "Iowa," "Indiana," and "Massachusetts," en route to Spithead for the Coronation Review. Altogether the outlook for the Irish naval port was never so bright as at present. (The Globe.)

LOG BOOK.

Commercial Ports.

Great activity is now going on in the commercial ports of French Indo-China, especially at Saigon, to afford better facilities for shipping. Wharves and mooring berths are being greatly improved, and new godowns, affording ample accommodation for the growing traffic, are being constructed. Some of the recent rice mills constructed are capable of turning out upwards of six hundred tons of cleaned rice daily.

The "America Maru."

It is authoritatively reported by the "Kohu Herald" that the Osaka Shosen Kaisha have purchased the T. K. K. liner "America Maru" and that the intention is to place this fine vessel on the Kobe-Formosa run. Passenger traffic between the two ports has greatly increased during recent months. The "America Maru" was built thirteen years ago. She is 5,307 gross tonnage, 3,460 net, with 11,000 tons displacement and can steam 18 knots an hour. The vessel has a library, reception hall, a special promenade deck, and all the modern conveniences with accommodation for 100 cabin passengers.

Bangkok Dock Co.

The annual report of the Bangkok Dock Company states that, after paying interest on debentures, making provision for all bad debts, writing off Ticals 10,521.82 as depreciation on the Company's property and plant, the net profit amounted to Ticals 27,992.09. To this has to be added amount brought forward from last year Ticals 3,850.64 which makes a sum of Ticals 31,842.73 available for distribution. In view of severe competition it was necessary to cut down prices considerably all round and after looking most carefully into the value of the stock in trade, the directors considered it advisable to utilize Ticals 70,000 of the Ticals 100,000 paid as premium on the new issue of shares, for the purpose of writing down values to compensate for the reduction in prices. The balance of premium account amounting to Ticals 30,000 was added to reserve which now stands at Ticals 250,000. A sum of Ticals 20,000 was transferred to Dividend Account 2.12 per cent., a sum of Ticals 4,887 to Dividend Account, Now Issue, Ticals 5,000 were voted as remuneration to Directors and 2,192 carried forward to 1911.

"LABOUR-SNATCHING" IN HAWAII.

There has crept into the "Paradise of the Pacific" a most tangible and troublesome serpent—the Oriental labour problem. As the Pacific Coast papers explain the situation, in order to cultivate their sugar fields the Hawaiian planters have been importing annually many hundreds of labourers from Japan, the Philippines, India, and Europe, at great expense at times under suspension of the United States immigration laws. But no sooner are they brought over than agents entice them to Alaska and the Consl States. And as if this were not enough the Federal Commissioner of Immigration comes out with a report denouncing the sugar-growers for holding their field hands in a "state of vassalage" and hastening the "Orientalization" of the islands.—"The Literary Digest."

AGE OF AQUARIUS.

The American "Old Moore" has a quaint explanation of our present development of aerial science.

He says we are living in the age of Aquarius, which means that the world is at present passing through the zodiacal sign of Aquarius, the airy constellation. By the procession of the equinoxes, the earth entered this sign in 1882, and since then everything connected with the air has been brought to the fore—wireless telegraphy, aerial navigation, compressed air, and all inventions and compounds having to do with air. According to astrology, the earth passes through a sign every thousand years, and the same conditions are repeated, so that thirty thousand years ago there was a similar state of affairs in the world.

Intimations

WM. POWELL, LIMITED.

GEN'S OUTFITTERS.

NEW GOOLS

ENGLISH MADE

White Canvas AND Buckskin Shoes.

SMART SHAPES

28, Queen's Road, (Central)
Hongkong, 28th April, 1911. [1043]

PEAK TRAMWAYS CO., LIMITED.

TIME TABLE.

Week Days.	NIGHT CARS.	SUNDAYS.
7.00 a.m. to 10.00 a.m. Every 10 min.	8.45 p.m. and 9 p.m., 9.15 to 11.15 p.m. every half hour.	8.00 a.m. to 9.00 a.m. Every 15 min.
10.00 a.m. to 11.00 a.m. " 15 min.		9.00 a.m. to 9.30 a.m. " 30 min.
11.30 a.m. to 12.45 p.m. " 15 min.		9.30 a.m. to 10.30 a.m. " 15 min.
12.45 p.m. to 1.15 p.m. " 10 min.		10.30 a.m. to 11.00 a.m. " 10 min.
1.15 p.m. to 1.45 p.m. " 15 min.		11.45 a.m. to 12.00 noon " 15 min.
1.45 p.m. to 2.15 p.m. " 10 min.		12.00 noon to 1.00 p.m. " 10 min.
2.15 p.m. to 3.00 p.m. " 15 min.		1.00 p.m. to 5.00 p.m. " 15 min.
3.00 p.m. to 5.00 p.m. " 15 min.		5.00 p.m. to 6.00 p.m. " 10 min.
5.00 p.m. to 8.00 p.m. " 10 min.		6.00 p.m. to 7.00 p.m. " 15 min.
		7.00 p.m. to 8.00 p.m. " 10 min.

DRAGON CYCLE DEPOT, ELECTRICIANS.

Steam, Oil, Gas and Motor Engineers, and Rickshaw Builders.

Repairs to Typewriters, Bicycles, Phonographs, and all kinds of Electric Goods and Machinery

'PHONE 482.
No. 63, Des Voeux Road Central.
Managing Proprietor:
C. LAURITSEN.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING CO.

TAIKOO DOCKYARD, HONGKONG

GRAVING DOCK

787 ft. by 88 ft. by 34 ft. 6 in.
Pumps empty Dock in 2-4 hours.

THREE PATENT SLIPWAYS

taking vessels up to 8,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repair to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS:
BUTTERFIELD & SWIRE,
HONGKONG, CHINA & JAPAN.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NUBIA	10 A.M. 4th June	Freight or Passage.
SHANGHAI	ARCADIA	About 8th June	Freight and Passage.
LOD DON, VIA USUAL PORTS OF CALL	DELHI	Noon 10th June	See Special Advertisement.
LONDON & ANTWERP	WERP	About 14th June	Freight and Passage.
PERAMP, C.M.H.O. PORT SAID AND MANAKELLES	NILE	About 14th June	Freight and Passage.

For Further Particulars apply to E. A. HEWETT, Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, 31st May, 1911.

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL ON
KOBE & YOKOHAMA	"COLENZ" Capt. L. Klugkist	6,750 TONS WEDNESDAY, 31st May, 5 p.m.
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"BOLIV" Capt. H. Forner	10,300 TONS WEDNESDAY, 31st May, at Noon.
SINGAPORE, COLOMBO, SUEZ, PORT SAID, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	GENEVA Capt. Ph. Oberhauser	16,000 TONS About 7th June.
MANILA, YAP, MARION, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"COLENZ" Capt. L. Klugkist	6,750 TONS SATURDAY, 17th June, at Daylight.

All the steamers of the Imperial Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars apply to NORDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS, HONGKONG and CHINA. Hongkong, 31st May, 1911. [7]

THOS. COOK & SON, Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—16, DES VOEUX ROAD, HONGKONG
SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged. 992] CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

GENUINE EGYPTIAN CIGARETTES, M. MELACHIRINO CO., CAIRO.

Fresh Lot arrived from Amsterdam: Havana Cigars, Cigars Non Plus Ultra, Casino, Progress, Margarita, and Moana Cigars. From Italian Monopoli: Cigars Regalia Londres, Virginia Alla Paglia. A. P. JEANNOU & Co., Importers, 15, Queen's Road Central. Obtainable from:—THE PARIS TOILET CO., LTD., M. STEINBERG, 68, Queen's Road Central, and JOSEPH MONCHEN, Shamou, Canton.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work. Electrical Drives, Hydraulic & Pneumatic Tools installed throughout the Works.

50-TON HYDRAULIC TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

TAIKOO DOCKYARD & ENGINEERING CO.

TAIKOO DOCKYARD, HONGKONG

MANAGERS AND AGENTS:
BUTTERFIELD & SWIRE,
HONGKONG, CHINA & JAPAN.

Shipping—Steamers.

DOUGLAS STEAMSHIP CO. LD

Hongkong-South China Coast Ports. Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN. (Occupying 9 to 10 days.)

STEAMSHIP.	CAPTAIN.	LEAVING.
Haimun	Capt. J. W. Evans	SUNDAY, 4th June, at 10 a.m.
Haitan	Capt. J. S. Rouch	TUESDAY, 6th June, at 11 a.m.
Haiting	Capt. W. C. Passmore	FRIDAY, 9th June, at 11 a.m.

FOR SWATOW, FOOCHOW AND WAKAMATSU. Halyang. Capt. A. E. Hodgins. FRIDAY, 2nd June, at Noon.

During the months of JULY and AUGUST, RETURN TICKETS available for three months will be issued at a reduction of 20% on the usual rate to Fouchow.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier. For Freight and Passage, apply to Douglas, Lapraik & Co., General Managers.

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JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

From	Expected on or about	For	Will leave on or about
Tjilwong	JAVA	1st half June
Tjilahi	JAVA	1st half June
Tjileroom	JAVA	1st half June
Tjilatjap	JAVA	1st half June
Tjikini	JAVA	1st half June
Tjibodas	JAVA	1st half June
Tjipanas	JAVA	1st half June

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B.L.

For particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN, York Buildings. [974]

Telephone No. 375

Consignees

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "SURUGA."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF and GODOWN COMPANY, LTD., at Kowloon, when and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 20th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox. at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents. Hongkong, 26th May, 1911. [1161]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "DELHI," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo: From London, &c., ex s.s. "Nyassa" and "Macedonia." From Bombay ex s.s. "Purna." From Persian Gulf, ex s.s. B. I. S. N. and B. & P. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 8 hours.

Goods not cleared by the 31st inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Gossard and Downes, at 9 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns. E. A. HEWETT, Superintendent. Hongkong, 26th May, 1911. [7]

TSANG KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, Des Voeux Road Central. Telephone No. 600. Hongkong, 2nd Jan., 1911. [74]

WING KEE & CO.

47-49, Connaught Rd.

SHIPHANDLERS.

PROVISION & COAL MERCHANTS.

Hongkong, 22nd Dec., 1911. [116]

A LING & CO.

FURNITURE AND PHOTO SUPPLIES.

DEVELOPING, PRINTING AND ENLARGING. 10, Queen's Road. [863]

WING KEE & CO.

47-49, Connaught Rd.

SHIPHANDLERS.

PROVISION & COAL MERCHANTS.

Hongkong, 22nd Dec., 1911. [116]

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:—

DAILY—\$30 per annum. WEEKLY—\$15 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

A daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only). (PAYABLE IN ADVANCE.) There will be no rebate to Minority subscribers as heretofore. By Order, "Hongkong Telegraph." Hongkong, 22nd Dec., 1911. [116]

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To Sail

"DEN" LINE OF STEAMERS.

FOR KOBE.

THE Steamship

"BENMOIR," Captain Hattie, will be despatched as above on 2nd June, at Noon.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 27th May, 1911. [1154]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON & ANTWERP.

THE Steamship

"MONMOUTHSHIRE," Captain G. E. Warner, will be despatched as above on or about 3rd June.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD. Agents. Hongkong, 17th May, 1911. [1134]

THE Steamship

"MONMOUTHSHIRE," Captain G. E. Warner, will be despatched as above on or about 3rd June.

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COMMERCIAL.

EXCHANGE.

Selling.	
London-Bank T.T.	1/10 1/2
Do. Demand	1/10 1/2
Do. 4 months' sight	1/10 1/2
France-Bank T.T.	2/23
America-Bank T.T.	48 1/2
Germany-Bank T.T.	1/8 1/2
India T.T.	13 1/2
Do. Demand	13 1/2
Shanghai-Bank T.T.	7 1/2
Singapore-Bank T.T.	100 7 1/2
Japan-Bank T.T.	8 1/2
Java-Bank T.T.	108 1/2

Buying.	
4 months' sight I/O.	1/10
6 months' sight I/O.	1/10
80 days' sight San Francisco & N. York	4 1/2
4 months' sight do.	4 1/2
30 days' sight Sydney & Melbourne	1/10 1/2
4 months' sight France	2/23 1/2
6 months' sight do.	2/23 1/2
4 months' sight Germany	1/8 1/2
Bar Silver	2 1/2
Bank of England rate	3 1/2
Sovereign	\$11

POST OFFICE.

Saturday, the 3rd proximo, being a Public Holiday and Monday, the 5th prox., being a Bank Holiday the Post Office will be open as follows:—
On Saturday from 8 to 9 a.m. and from 3 to 5 p.m.
On Monday from 8 to 9 a.m. only.
There will be one delivery and a collection of letters each day.
The Money Order Office will be closed on both days.
In the event of the arrival of the French Mail from Europe on Monday the office will be open one hour for the delivery thereof.

Only fully prepaid letters and post-cards are taken on the Sibirian Route to Europe.

A Mail will close for:—

Europe, &c., India via Taitorian—Per India, 1st June, 9 a.m.
Singapore—Per Chonghai, 1st June, 9 a.m.
Bangkok—Per Landat Scheff, 1st June, 11 a.m.
Macao—Per Sai Tai, 1st June, 11 a.m.
Shanghai—Per Linan, 1st June, 3 p.m.
Weihai-wei, Chefoo and Newchwang—Per Nanchang, 1st June, 3 p.m.
Swatow, Amoy, Foochow and Wankin—Per Haiyang, 2nd June, 10 a.m.
Tientsin—Per Cheung-ling, 2nd June, 10 a.m.
Kobe—Per Benmor, 2nd June, 10 a.m.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco (Sibirian Mail to Europe)—Per Nippon-maru, 2nd June, noon.
Manila, Cebu and Iloilo—Per Loong-sang, 2nd June, 1 p.m.
Macao—Per Sai Tai, 2nd June, 1.15 p.m.
Batavia, Cheribon, Samrang, Sourabaya and Macassar—Per Tiji-wong, 3rd June, 9 a.m.

SHANGHAI, SIBIRIAN Mail to Europe—Per Chonghai, 3rd June, 6 p.m.
Swatow, Amoy and Foochow—Per Haiyang, 4th May, 9 a.m.
Shanghai, M. J. Kobe and Yokohama—Per Nippon, 4th June, 9 a.m.
Macao—Per Kinshan, 5th June, 8 a.m.

Swatow, Amoy and Foochow—Per Haiyang, 6th June, 10 a.m.
Keelung, Shanghai, M. J. Kobe, Yokohama, Victoria, Vancouver, Seattle and Portland (Or.)—Per Kamei, 6th June, 10 a.m.
Europe, &c., India via Taitorian—Per Nera, 6th June, 11 a.m.
Manila, Cebu and Iloilo—Per Taming, 6th June, 3 p.m.
Singapore, Penang and Colombo—Per Kaga-maru, 6th June, 3 p.m.

Manila, Cebu, Iloilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth, Dunedin and Fremantle—Per Yawata-maru, 6th June, 10 a.m.

Europe, &c., India via Taitorian—Per De'hi, 10th June, 11 a.m.

Manila, Cebu and Iloilo—Per Yuen-sang, 10th June, 1 p.m.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.O.) (Sibirian Mail to Europe)—Per Empress of China, 10th June, 5 p.m.

E. C. WILKS, M. I. Mech. E., A.M.N.A., Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase, or sale, of Steamships or Vessels.

ATTENDANCE BUILDINGS, 2ND FLOOR, Hongkong, 1st May, 1911. [1100]

SHIPPING NEWS.

MAILS DUE.

German (Buclow) 31st inst.
Can. (Emp. of China) 1st prox.
American (China) 6th prox.

The Bank Line str. Luceria sailed from Moji on the 30th inst. The Canadian Pacific Railway Company's R.M.S. Empress of Japan left Yokohama for Victoria and Vancouver, B.C., on the 30th inst., at noon.

The Imperial German Mail s.s. Prinz Ludwig which left here on the 3rd inst., at noon, arrived at Genoa on the 30th inst., at 8 a.m.

The T. K. K. s.s. Kiyo Maru sailed Callao 27th inst., for this port via Mexican and Japan ports.

The T. K. K. str. Nippon Maru from this port for San Francisco on the 2nd prox.

The T. K. K. str. Chiyo Maru left San Francisco for this port on the 24th inst., and may be expected here on the 20th prox.

The T. K. K. str. American Maru will arrive at San Francisco on the 1st prox.

The T. K. K. str. Tenyo Maru arrived at San Francisco on the 8th prox.

The T. K. K. str. Hongkong Maru is due to arrive at this port on the 1st prox.

The T. K. K. str. Kiyo Maru left Callao on the 27th inst., for this port and may be expected here on the 1st August.

The T. K. K. str. Bujo Maru left Honolulu on the 20th inst., for Mexican and South American Ports.

The Ben Line str. Benvorlich from Antwerp, Middlesbrough, and London left Singapore on the 31st inst., for this port.

ARRIVALS.

Kanai, Br. s.s., 4,000, G. B. McGil, 30th May—Manila 27th May, Gen.—Bank Line.
Haiyang, Br. s.s., 1,362, A. E. Hodgkin, 31st May—Foolchow via Swatow 28th May, Gen.—D. L. & Co.
Chong Shing, Br. s.s., 1,256, Liddell, 31st May—Thientsin and Chefoo 2nd May, Gen.—J. M. & Co.
Daigi Maru, Jap. s.s., 810, H. Yamaguchi, 31st May—Swatow 30th May, Gen.—O. K. K.
Nanchang, Br. s.s., 1,052, R. Robertson, 31st May—Canton 29th May, Gen.—B. & S.
Luchow, Br. s.s., 1,210, W. Raddler, 31st May—Canton 30th May, Gen.—B. & S.
Linan, Br. s.s., 1,350, C. C. Williams, 31st May—Canton 30th May, Gen.—B. & S.
Hongkong Maru, Jap. s.s., 3,453, H. Himatsumi, 31st May—Himalayas, 31st May—26th May, Coal—T. K. K.
Koh-i-noor, Ger. s.s., 1,293, Rositsky, 31st May—Swatow 27th May, Gen.—B. & S.
Thearas, Br. s.s., 1,476, J. Barwin, 31st May—Yokohama via Shanghai 28th May, Gen.—B. & S.
Vandila, Ger. s.s., 2,760, Meissner, 31st May—Shanghai 27th May, Gen.—H. A. L.
Signal, Ger. s.s., 972, T. Iwanow, 31st May—Rangoon 16th and Hoihow 3th May, Gen.—J. & Co.

PASSENGERS ARRIVED.

Per Haiyang, arrived 31st May from Foochow via Swatow:—
Hunt, Mrs. Thompson, M. Noltormis, Miss L. Symington.

Per Thearas arrived 31st May from Yokohama via Shanghai:—
Bell, Capt. & Mrs. Wynne, Mrs. Bell, Jack.

PASSENGERS DEPARTED.

Per Rubi, for Manila, &c., on 30th May.
Alamo, Rev. H. Kiere, Ray del Kosorgerton, W.

Adonyon, B. Khen, Mushi Antol, Mrs. Kemp, O. O. Ashurst, A. Kearly, W. A. Ashurst, Mrs. B. Lucas, E. C. Antel, H. E. Lakin, H. M. Agapita, Miss F. Loozard, Miss Bedford, Mr. & Mrs. J. Yors, A. M. Motenty, A. M. Nityang, M. A. Nityang, Mrs. Oser, Rev. F. Oser, Rev. F. Baldridge, Mrs. Penchi, M. Baldridge, O. B. Paul, C. D. Berdon, G. K. Pottor, Mr. and Mrs. D. N. Rodriguez, Mrs. Boroy, M. M. Riaz, Rev. J. Calmon, G. T. Rundles, Mr. & Mrs. J. S. Cooley, J. S. Roston, Y. O. Cox, G. L.

Craft, C. W. Radden, Miss Cohen, J. M. Rolly, W. L. Cunz, G. da la Serry, C. O. Chan Kai Chai, Singletary, C. Chan Ma Lo, Smirton, R. S. Olanton, Mr. & Mrs. C. W. Saye, R. R. Carrblane, C. B. Swinton, Mrs. C. Dancon, X. W. S. Duffy, C. L. Storis, Miss L. English, J. R. G. Sadrigo, J. Britry, C. W. Surla, Miss D. Fohimer, C. Seon, J. E. Umhen, L. T. Staleop, B. F. Fornsbild, W. H. Storis, P. A. H. Smayon, E. M. Friety, C. W. Smith, J. A. Fisher, C. Swift, J. A. Guio, Lo Sin Ah Kao Gallup, Miss Sin Ah Chai Guehor, J. Sin Ah Tan Guehor, E. F. Sin Ah Ngol Goldenburg, J. Tam, Co So Grant, D. H. Ton Men Uan George, W. D. Ton Chui Boc Hall, T. A. B. Ton Quin Hall, J. W. P. Taylor, S. W. Huse, H. I. Uh Aya Hespelt, O. H. Victor, Mr. and Hoptin, T. S. Mrs. J. C. Hall, R. E. Wolongton, T. H. Welch, C. E. Hommo, W. R. Waddie, Mrs. C. Hanser, G. A. Waddie, Mrs. C. Hunt, V. M. M. Jurro, T. Wright, J. R. Jarvis, C. M. Wimer, T. M. Jachon, Miss J. Webster, J. F. M. Waddie, C. M. M. Walker, W. B. Kingler, J. S.

VESSELS IN PORT.

STEAMERS.
Benmor, Br. s.s., 1,935, Hest, 26th May—Kavato 20th May, Gen.—G. L. & Co.
Carl Dieckmann, Ger. s.s., 77, Ch. Jorgensen, 30th May—Hainphong 28th May, Gen.—J. & Co.
Chow Tai, Ger. s.s., 1,116, W. Behr, Bangkok 14th and Swatow 22nd May, Rice and Meal—N. D. H.
Coblentz, Ger. s.s., 3,130, L. Klingkist, 30th May—Sydney 6th May, Mail and Gen.—M. & Co.
Devawongse, Ger. s.s., 1,053, E. Gahemann, 26th May—Bangkok 19th May, Rice—B. & S.
Fukui Maru, Jap. s.s., 3,087, H. Tomimatsu, 29th May—Moji 23rd May, Coal—M. B. K.
Haidis, Nor. s.s., 1,065, O. S. Iberg, 29th May—Bangkok via Swatow 20th May, Rice and Gen.—A. T. & Co.
Kamehwa, Br. s.s., 1,450, J. A. Martin, 22nd May—Swatow 18th May, Gen.—Maa Fat & Co.
Kumsang, Br. s.s., 2,078, F. Wheeler, 29th May—Singapore 23rd May, Gen.—J. M. & Co.
Landat Scheff, Ger. s.s., 1,015, A. Struve, 26th May—Bangkok 18th and Hoihow 26th May, Gen.—S. & Co.
Loong Sang, Br. s.s., 1,091, J. Lank, 30th May—Manila 27th May, Gen.—J. M. & Co.
Lothian, Br. s.s., 3,222, Lockhart, 29th May—Moji 19th May, Coal—D. & Co.
Luis R. Janzco, Am. s.s., 200, Tiongsong, 24th May—Manila 20th May, Sugar—R. Bata.
Mario, Ger. s.s., 1,200, Schlaikier, 22nd May—Swatow 13th May, Rice and Gen.—J. & Co.
Nippon Maru, Jap. s.s., 3,452, H. S. Smith, 23rd May—San Francisco 26th April, Gen.—T. K. K.
Pheum Penh, Br. s.s., 1,050, Scott, 27th May—Swatow 23rd May, Rice and Gen.—Wo Pat Sing.
Pissaculok, Ger. s.s., D. Reimers, 29th May—Bangkok 20th and Swatow 28th May, Gen.—M. & Co.
Quarta, Ger. s.s., 1,815, Danielson, 27th May—Wakamatsu 20th May, Coal—S. W. & Co.
Siberia, Am. s.s., 5,655, A. Zeeder, 29th May—San Francisco and Wayport 3rd May, Mail and Gen.—P. M. S. B. Co.
Tijiwoong, Dutch s.s., 3,061, Y. B. V. Damme Jaluk, 24th May, Milk 22nd May, Coal and Gen.—J. C. J. L.
Tijmahli, Dutch s.s., 1,670, J. P. Scholten, 15th May—Makassar, 6th May—J. O. J. L.
Tuscarora, Br. s.s., 3,975, F. S. Hoehts Lido, 27th May—Singapore 23rd May, Koro-simo Oil—S. O. & Co.
Ul, Nor. s.s., 885, Pedersen, 25th May—Manila 22nd May, Fallat—A. T. & Co.
Victoria, Swed. s.s., 983, J. Eckert, 28th May—Canton 27th May, Coal—J. C. J. L.
Wong Kol, Ger. s.s., 1,110, H. Oldsen, 26th May—Bangkok 18th May, Rice and Gen.—B. & S.
Yuen-sang, Br. s.s., 1,125, P. H. Rolfe, 25th April—Manila 22nd April, Gen.—J. M. & Co.

HOTELS.

HONGKONG HOTEL.

First Class and Up-to-date.
Hongkong, 20th April, 1911.
J. H. TAGGART, Manager. [25]

GRAND HOTEL.

Telephone 197.
MANAGEMENT & COUSINE UNDER EUROPEAN MANAGEMENT.
8571 F. REICHMANN, Proprietor.

ASTOR HOUSE.

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.
CENTRALLY situated, up-to-date Hotel, Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of
L. GAMEAU, Proprietor. Telephone, 170.
N. BLUMENTHAL, Manager. Telegrams "Astor." [24]

OPEN AIR SKATING RINK.

AT
BELLE VIEW HOTEL.
Telephone No. 907.

SESSIONS 10 A.M. to 12 Noon.
2 P.M. to 4 P.M.
Admission 25 cents.
5 P.M. to 8 P.M.
9 P.M. to 11 P.M.
Admission 50 cents.
String Band will play at the above Hotel every Sunday commencing from 1 p.m. to 10 p.m.

W. GALLAGHER, Manager. [23]
Tough at 18th April, 1911.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP.
The Peak, near the Tami Teinhaus.
Tel. 66.
For Tennis, apply to the MANAGER. [27]

HOTEL VISITORS.

HONGKONG HOTEL.
Adelmann, Mr. and Laynes, L. Mrs. W. Low, W. K. Anderson, J. W. Lehn, J. H. Arregui, S. Lopez, M. Bartlett, Mrs. M. Modj, N. Biscans, Miss J. Morris, Mrs. K. Bauer, E. Murray, A. Brand, L. Nagle, J. L. Brodard, A. Paulish, Mr. and Brown, J. Paulish, Mr. and Brutton, Miss A. L. Mrs. O. Clark, J. S. Pendell, J. A. Oragg, D. G. Pond, E. H. Fabula, O. Gonzales, Pyla, Mr. F. W. Gungyao, E. F. and children Gausse, Mr. Rondon, L. Gorbant, Dr. Saviera, C. Gougey, M. Smith, J. Grady, J. H. Sohr, Mr. & Mrs. Henry, D. E. A. Holman, G. Sprinkle, W. Joseph, J. Stappani, A. Jones, Allan Turner, J. Kregg, B. Williams, W. A. Kramling, Mr. and Willson, Mr. and Mrs. J. Mrs. A. H. Kitchbroke, L. J.

GRAND HOTEL.
Bandoria, Dr. McDermott, Mr. Banckham, E. W. and Mrs. C. W. Crow, A. B. Mooney, R. J. Fein, Consul and Hallor, Mr. Mrs. H. G. Mannings, P. W. Fra-min, J. L. Gilbert, Mr. Oflo, K. Gid ler, Mr. & Mrs. Petersen, A. Hance, T. Porak, Richard Hartel, E. Pringle, J. W. Bondyk, A. O. Reubik, J. Indest, Miss P. M. Shoemaker, H. P. James, R. Stewart, Capt. & Jidhea, Mr. Stoneman, H. P. Kelly, Mr. Terry, G. A. Key, Dr. P. Var, J. de Madson, Mr.

CLEARANCES AT THE MAR-BOUR OFFICE.
Luchow, for Shanghai.
Katsang, for Singapore.
Tuscarora, for Shanghai.

DEPARTED.
May 31.
Prinz Riel Friedrich, for Shanghai.
Stanton, for Shanghai.
Hainan, for Swatow.
Roshu-maru, for Amoy.
Katsang, for Calcutta.
Triumph, for Hongkong.
Sumatra, for Singapore.
Sinxan, for Hainphong.

On arrival.
Adams, Mr. and King, Mr. & Mrs. R. J. W.
Desairon, A. Ritchie, Mr. and Gaskill, Mr. and Mrs. W. H. Sley, Lieut. and Grant-Smith, E. Mrs. G. Grant-Smith, Mrs. Smith, Mr. and Hancock, Lieut. & Mrs. Morton.
Mrs. R. L. s.s. Sutton, Mr. and Mackenzie, A. Mrs. F.

Printed and Published by Richard Irving Hopo, for the Proprietor, Dr. J. W. Noble, at 47, Des Voeux Road Central, in the City of Victoria, Hongkong.

SHARE REPORT.

Corrected to 5 p.m., 31st May, 1911.

STOCKS & PAID UP VALUE.	CLOSING QUOTES.	LAST DIVIDEND AND DATE.	RETURN BASED ON YEAR'S DIV.
Hongkong & Shanghai	\$125	\$890	Final of 21, 5/- at 1/10
National Banks	51	\$80 sa.	\$24 54 for half year ended 31-12-10, making 44. 8s. for the year
Marine Insurances	51	\$175	In Liquidation
Centons	51	\$153	\$15 for 1909
North China	51	\$153	Interim of 10/- for 1910
Unions	\$100	\$816	Final of \$20 making \$400 for 1909 and Interim of \$80 for 1910
Yangtze	501	\$102 1/2	\$12 for 1909 and Int. of \$8 on account of 1910
China Fire	\$20	\$113	\$7 & 1/2 of \$2 for 1909
Hongkong Fire	\$60	\$325	\$27 for 1909
China & Manila	\$25	\$11 & 10 1/2	\$1 for 1906
Douglas Steamships	\$50	\$10	5 p.d. for year end'g 30-6-08
Steamboats	\$15	\$81	Dividend of \$1 1/2 for half year ending 31-12-10
Indo-Chinas (Preferred)	51	\$08	Interim of 3s. on preferred shares only for 1910
(Deferred)			
"Shell" Transports	11	90/- s.	1s. per share (Coupon 10) mak'g 2s. account 1910
"Star Ferry"	\$10	\$24 1/2	Div. 7 p. a. for year end'g 30-6-11
REFINERIES	\$5	\$16 1/2	Don. 5 p. a. ing 30-6-11
China Sugars	\$100	\$85	\$10 for 1910
Luxon Sugars	\$100	\$19	\$8 for 1897
Chinese Engineering	11	T.11 1/2	Interim of 1/- on account for year ending 23-2-11 (Coupon No. 10)
Headwaters	P. 10	P. 10	1s. 2d. per share on 150,000 first year
Ranba	11	T.2 50	1s. 2d. per share on 150,000 first year
DOCKS, WHARVES, & GODOWNS			
Penwicks	\$25	\$5	\$1 1/2 for year end'g 31-12-10
Kowloon Wharfs	\$50	\$49	\$5 for year ending 31-12-10
IL K. & W'poa Docks	\$50	\$53	\$1 1/2 for year end'g 31-12-10
Shanghai Docks	T. 100	T.50	Final of 1/2 3/4 mak'g 1 1/2
Hongkong Wharfs	T. 100	T.87	Final of 1/2 3/4 mak'g 1 1/2
LANDS, HOTELS & BUILDINGS			
Anglo French Lands	T. 100	T.90	Final of 1/2 3/4 mak'g 1 1/2
Hongkong Hotels	\$50	\$116	Ts. 6 2/3 2-10
Hongkong Lands	\$100	\$33	\$3 on old shares, \$1 50 on new shares for half year 31-12-10
Lumphyre's Estates	\$10	\$8	\$7 per share for 1901
Kowloon Lands	\$10	\$25	45 cents for 1910
Shanghai Lands	T. 30	T.90	\$2 1/2 for 1910
West Points	\$50	\$47	Final dividend of \$2.20 per share making \$4 in all for year 1910
Manly W'poa Hotel	P. 10	\$11	15 per cent. for 1910
COTTON MILLS			
Ewos	T. 50	T.85	T4 for year end'g 31-10-10
Hongkong Cottons	\$10	\$1 1/2	T7 for year end'g 20-12-10
MISCELLANEOUS			
China-Bornio	\$12	\$3	50 cents for 1910
Light and Powers	\$10	\$1.15	\$1 for 1910
Do. (Spec. shares)	\$1	\$1.15	\$1 for 1910
China Provident	\$10	\$6 1/2	80 cents for 1910
Valry Farms	\$5	\$20.50	\$1.20 for year end'g 31-7-10
Green Islands	\$10	\$3.15	Interim of 15 cents per share for 1910
Hongkong Electric	\$10	\$21 1/2	\$1.20 per share and 1/2 of 10 cents
Hongkong Ice	\$25	\$185	\$10 per share for 1910
Hongkong Ropes	\$10	\$17	\$2 per share for 1910
Langkats	G. 10	T. 100	T.2, Bonus T.1 1/2 Interim 1st Quarter 1911
Morning Post	\$25	\$23	None
Peak Tramway	\$10	\$12 1/2	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30-4-11
Do. (new)	\$1	\$1.15	None
Phillips	\$10	\$3	\$1.50 for 1910
H. Price & Co., Ltd.	\$10	\$12 ex div.	No dividend this year
Soot-to dea Preferred	\$50	\$62 sa. & s.	50 cents for year end'g 30-6-10
Pulpas et al. paid up \$35	\$37		15 per cent. per ordinary share for year ended 31-5-1910
Papieries de Tonkin	Benefit \$500		Do.
Shanghai-Sumatra	T. 20	T.100	Do.
Steam Laundry	\$5	\$62 sa. & s.	50 cents for year end'g 30-6-10
United Asbestos Oriental Agency, Ltd.	\$10	\$10	15 per cent. per ordinary share for year ended 31-5-1910
United Asbestos Oriental Founders Shares	\$10	\$300	Do.
Union Waterboat	\$10	\$6 1/2	5 per cent. for year end'g 31-12-1910
Walsmann, Ltd.	\$10	\$12	10 per cent. for year end'g 31-7-10
Watson	\$10	\$5 1/2	30 cents for 1909
William Powell	\$5 1/2	\$5 1/2	

S-SPLITERS. SA-SALE. D-DIVERS.

Telegraph Ad. "HALITO".
Telephone No. 1-2-P.O. Box No. 11.
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SHIPS PASSED THE CANAL.

SHIP.	DATE.	FROM.	TO.	REMARKS.
9th May—Benvorlich, Karanga, Oun-fa, Pollo, 12th May—Ernest Simon, Ghazal, Jessor, Kleist, Phaz Elio, Friedrich, Tingo-mira, Teental, Arcadia, 16th May—Glenigan, Miyasaki Maru, Soyo Maru, Vervort, Alcia, 19th May—Boraco, Helva, Idomimaru, Menelaus, Nippon Fikk, Silvia, Siam, Ylla de la Clotat, Wakasa Maru, Yung Toze, 23rd May—Boulog, Brigavira, Kamo Maru, Kintuck, Laertes, Rheinfol, 26th May—Cal-his, Dumbla, Kitano Maru, Paloma, Pembroskishi, Prinz Lud-wig, Tidoos, York, Varior, 30th May—Glamorganshire, He'ene, Hick-mers, Indian, Relgate, Senegambia, peza, Bamon Minto.				
Arrivals at Home—20th May—Am-herst, 12th May—Alex. Pelho, Polynesian, 16th May—Alex. Pelho, 19th May—Alex. Pelho, 20th May—Tango Maru, Vervort, 21st May—Clotat, 26th May—Idomimaru, Kamo Maru, Laertes.				